Lufthansa Group

Destination

Time

SHAPING THE FUTURE TOGETHER

3rd INTERIM REPORT

JAN. – SEPT.

2013

Lufthansa Group overview

Key figures Lufthansa Group

		Jan. – Sept. 2013	Jan. – Sept.[3] 2012	Change in %	**July – Sept. 2013**	July – Sept.[3] 2012	Change in %
Revenue and result							
Total revenue	€m	22,768	22,821	–0.2	8,304	8,312	–0.1
of which traffic revenue	€m	18,663	18,786	–0.7	6,885	6,935	–0.7
Operating result	€m	661	907	–27.1	589	672	–12.4
EBIT	€m	615	972	–36.7	694	885	–21.6
EBITDA	€m	2,041	2,353	–13.3	1,183	1,342	–11.8
Net profit / loss for the period	€m	247	697	–64.6	451	647	–30.3
Key balance sheet and cash flow statement figures							
Total assets	€m	29,342	29,880	–1.8	–	–	–
Equity ratio	%	19.1	17.1	2.0 pts	–	–	–
Net indebtedness	€m	1,059	2,043	–48.2	–	–	–
Cash flow from operating activities	€m	3,001	2,428	23.6	688	766	–10.2
Capital expenditure (gross)	€m	1,896	1,878	1.0	544	493	10.3
Key profitability and value creation figures							
Adjusted operating margin[1]	%	3.2	4.3	–1.1 pts	7.3	8.4	–1.1 pts
EBITDA margin	%	9.0	10.3	–1.3 pts	14.2	16.1	–1.9 pts
Lufthansa share							
Share price at the quarter-end	€	14.42	10.55	36.7	–	–	–
Earnings per share	€	0.54	1.52	–64.4	0.98	1.42	–31.0
Traffic figures[2]							
Passengers	thousands	79,774	79,283	0.6	30,305	29,634	2.3
Passenger load factor	%	80.3	79.3	1.0 pts	84.1	83.4	0.7 pts
Freight and mail	thousand tonnes	1,453	1,482	–2.0	489	488	0.1
Cargo load factor	%	68.4	68.8	–0.4 pts	66.6	68.3	–1.7 pts
Available tonne-kilometres	millions	31,100	31,077	0.1	11,190	10,881	2.8
Revenue tonne-kilometres	millions	23,376	23,124	1.1	8,630	8,421	2.5
Overall load factor	%	75.2	74.4	0.8 pts	77.1	77.4	–0.3 pts
Flights	number	779,742	812,245	–4.0	277,342	283,297	–2.1
Employees							
Employees as of 30.9.	number	117,538	118,088	–0.5	117,538	118,088	–0.5

[1] Performance indicator to enable comparison with other airlines: (operating result + write-backs of provisions) / revenue.
[2] Previous year's figures have been adjusted.
[3] The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Date of publication: 31 October 2013.

Contents

Ladies and gentlemen,

For the Lufthansa Group, the first nine months of 2013 have been dominated by structural change and the continuation of the SCORE earnings improvement programme. Good progress has already been made in the reporting period, largely thanks to the dedication of our employees and managers, and we would like to take this opportunity to thank them for their hard work.

Our restructuring success is nonetheless diminished by a challenging macroeconomic environment, which continues to be dominated by the differences in global economic development across the various regions as well as volatile exchange rate movements. We were nonetheless able to improve our operating result for the first nine months of the year, after adjustment for non-recurring effects and restructuring costs. This success encourages us to resolutely pursue our chosen course.

Current figures nonetheless make it clear that great efforts are required to meet our targets. Although we are increasingly improving our cost structures, the volatility of the markets is preventing a direct reflection of this success in our earnings performance. We are nonetheless standing by our target of achieving an operating result of EUR 2.3bn in 2015. If the implementation of further reaching measures should be necessary to get there, we will do so.

Historically low interest rates, a rising life expectancy and the resulting increase in pension obligations make it necessary to adapt the system of retirement benefits. We have terminated the corresponding tariff agreements with effect from the end of 2013 and are now in talks with the collective bargaining partners on coming to new agreements.

For our customers, too, we have taken a number of important decisions. For them, the focus is on the quality of our product offering. In the past quarter, we have begun to install the new Business Class in the existing Lufthansa Passenger Airlines fleet. This will enable us to offer our passengers an end-to-end “five-star” product in the near future, not only in terms of service, but also as regards furnishing. Austrian Airlines has already successfully completed the renewal of its long-haul Business Class.

In the third quarter of 2013, we also took the decision to place the largest fleet order in the history of the Lufthansa Group. A total of 59 modern Boeing 777-9X and Airbus A350-900 aircraft will be brought in to the Lufthansa Passenger Airlines long-haul fleet between 2016 and 2025, primarily to replace older aircraft. The new aircraft are quieter and have much lower fuel consumption than their predecessors, which will also lead to a reduction in greenhouse gas emissions and noise pollution.

Looking ahead to the end of the year, we expect that markets and exchange rates will remain volatile, and that performance will vary from one region to another. We have narrowed our forecast for 2013 to an operating result of between EUR 600 and 700m. Adjusting for the non-recurring effects of restructuring costs and one-off expenses for product improvements, we therefore expect an adjusted operating result of up to EUR 1bn.

We will press ahead on our chosen path and use our SCORE programme to lay the foundations for the future success of the Lufthansa Group.

We thank you for your trust. Stay with us as we forge ahead on this exciting journey.

Christoph Franz
Chairman of the
Executive Board

Harry Hohmeister
Member of the
Executive Board

Simone Menne
Member of the
Executive Board

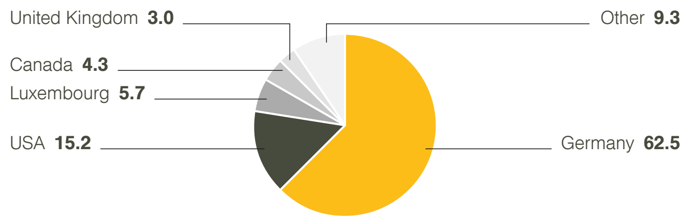
Carsten Spohr
Member of the
Executive Board

Bettina Volkens
Member of the
Executive Board

Lufthansa share

At the end of the third quarter, the Lufthansa share price of EUR 14.42 was virtually unchanged compared with the start of the year (+1.2 per cent). In the first two quarters, the share rose by a total of 9.5 per cent. These gains were lost again in the third quarter (–7.6 per cent). Analysts believe that the share price still has potential, however. At the end of the quarter, the average target price was EUR 17.32. 19 out of 31 analysts recommended the Lufthansa share as a buy. The main reasons for the analysts' confidence are the increasing consolidation of the European airline industry, the Lufthansa Group's positive performance and the earnings increase expected from the SCORE programme. In addition to several roadshows and conferences for institutional and private investors, information about planned activities and the progress achieved with SCORE was made available at two specific investor events in June and October. The focus in June was on the basic structure of the SCORE programme, while in October it was on the progress of specific activities at Lufthansa Passenger Airlines and Germanwings. The presentations and recordings of both events are available on the i investor-relations.lufthansagroup.com website.

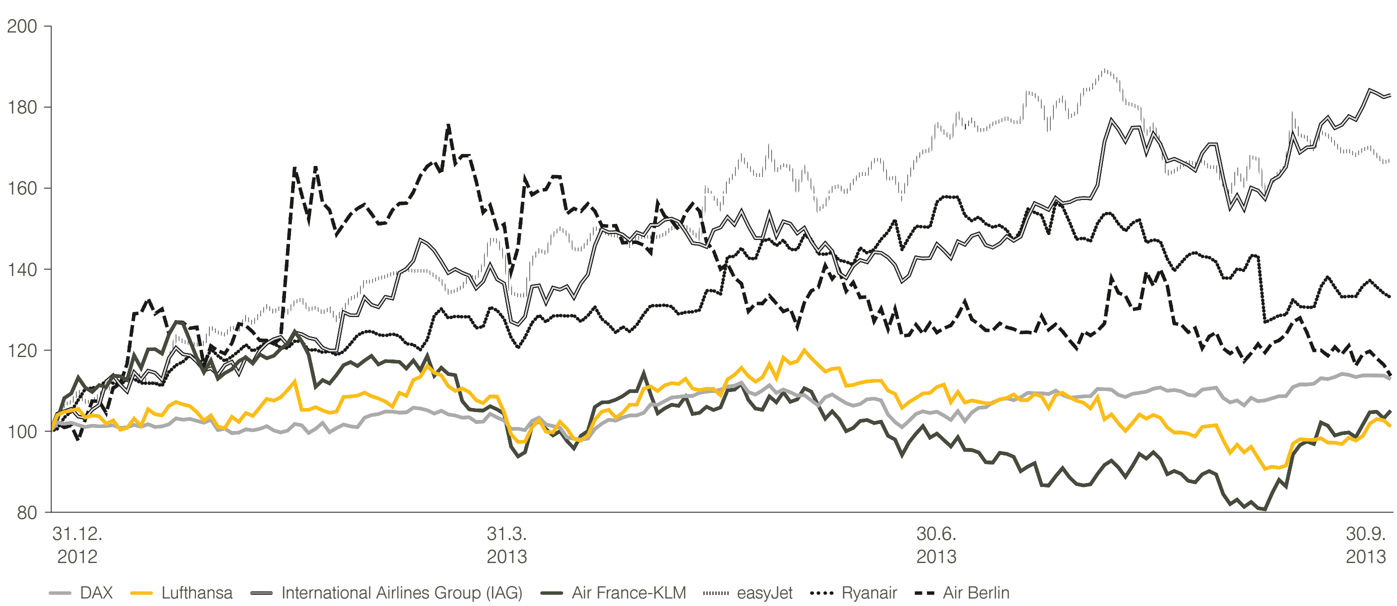
Shareholder structure by nationality in % (as of 30.9.2013)



Free float: 100%

The free float for Lufthansa shares was 100 per cent at the end of September. 62.5 per cent of Lufthansa shares were held by German investors. As before, the largest individual shareholders were BlackRock Inc. with 5.43 per cent, Templeton Global Advisors Limited with 5.00 per cent and The Capital Group Companies with 4.75 per cent. Up-to-date information on the shareholder structure is provided regularly on the Lufthansa Investor Relations website.

Performance of the Lufthansa share, indexed as of 31.12.2012, compared with the DAX and competitors, in %



Interim management report

Economic environment and sector performance

Macroeconomic situation Economic performance continues to vary widely between the different regions of the world. Although the emerging markets saw strong growth, the industrialised economies reported much lower growth rates. For the countries in the euro zone, the recession seems to be coming to an end, however. Altogether, the global economy grew by 2.5 per cent in the third quarter.

GDP growth 2013* compared with previous year

in %	Q1	Q2	Q3*	Q4*	Full year
World	1.9	2.3	2.5	2.9	2.4
Europe	–0.5	0.1	0.2	0.9	0.2
Germany	–0.3	0.5	0.6	1.6	0.6
North America	1.3	1.6	1.4	1.8	1.5
South America	2.1	3.3	2.9	2.6	2.7
Asia/Pacific	4.0	4.4	5.0	5.4	4.8
China	7.7	7.5	7.8	8.1	7.8
Middle East	2.6	2.7	2.9	3.2	2.9
Africa	4.0	3.3	3.1	3.2	3.5

Source: Global Insight World Overview as of 15.10.2013.
* Forecast.

Since the beginning of the year, the oil price has fallen from USD 111/barrel to USD 108/barrel as of 30 September 2013. The average price of around USD 108.46/barrel was 3.3 per cent lower than last year's figure. The jet fuel crack (price difference between crude oil and kerosene) was also around 7.5 per cent lower than last year. The kerosene price fell year on year by an average of 3.9 per cent. Fuel costs for the Lufthansa Group as a whole came to EUR 5.4bn. The result of price hedging was negative at EUR –99m.

The euro appreciated in the first nine months of the year. The US dollar lost an average of nearly 3 per cent against the euro, which provided some relief. The weak US dollar partly made up for the pressure on income resulting from the steep drop of 25 per cent for the Japanese yen and 5 per cent for the pound sterling against the euro. By the end of September, the devaluation of the Japanese yen had even reached 32 per cent. The Swiss franc lost an average of 2 per cent. The value of the Chinese renminbi was virtually unchanged. Overall, exchange rate effects depressed the Lufthansa Group's operating result by EUR 34m in the first nine months of the year.

Development of crude oil, kerosene and currency

		Minimum	Maximum	Average	30.9.2013
ICE Brent	in USD/bbl	97.69	118.9	108.46	108.37
Kerosene	in USD/t	881.75	1,103.75	985.40	979.00
USD	1 EUR/USD	1.2772	1.3671	1.3168	1.3531
JPY	1 EUR/JPY	113.9100	134.4500	127.0813	132.9000
CHF	1 EUR/CHF	1.2079	1.2616	1.2310	1.2239
CNY	1 EUR/CNY	7.8381	8.5193	8.1215	8.2829
GBP	1 EUR/GBP	0.8114	0.8748	0.8517	0.8362

Sector developments Global passenger traffic continues to grow at a solid rate. In the first eight months of 2013, revenue passenger-kilometres worldwide increased by 5.1 per cent compared with the same period last year. European airlines grew by 3.9 per cent, which was less than the growth level globally. In the premium segment, growth of 3.4 per cent across the industry was recorded in the first eight months of 2013.

The cargo business was again much more subdued than global passenger traffic in the third quarter. Overall, revenue tonne-kilometres after the first eight months were 0.7 per cent higher than last year. European cargo airlines reported sales growth of 0.6 per cent in this period.

Available market data points to different capacity management in the passenger and cargo businesses. Although additional capacity (in passenger-kilometres) was sold in full in the passenger business and the load factor even improved, the industry was unable to sell all the additional capacity in the freight segment. This is mainly a result of the greater cargo capacities available in the bellies of modern passenger planes, which are gradually replacing the older models. This capacity also competes with the pure freighters and is responsible for a corresponding increase in total cargo capacity.

Global aviation was dominated by mergers and new partnerships in the first nine months of the year. In April 2013, IAG acquired a majority stake in the Spanish low-cost carrier Vueling. American Airlines and US Airways announced their merger to form the world's largest airline, but the deal is still subject to the approval of the American authorities. As announced, Emirates and Qantas launched their partnership in Australia-Europe traffic at the beginning of the second quarter. In April, Etihad announced its intention to acquire a 24 per cent equity interest in the Indian Jet Airways, which is still subject to the approval of the Indian competition authorities.

Delta Airlines acquired a 49 per cent stake in Virgin Atlantic in June. The two airlines are to launch a transatlantic joint venture in early 2014. Air Asia plans to unveil Air Asia India in the fourth quarter of 2013 as part of a joint venture with the Indian Tata group. Singapore Airlines and the Tata group also began talks in the third quarter of 2013 on establishing a joint venture for the Indian market.

Star Alliance, the leading global airline alliance, to which the airlines in the Lufthansa Group also belong, accepted EVA Air from Taiwan as a new member in June. Qatar Airways is to join the oneworld alliance in the fourth quarter of 2013 and start a partnership between its frequent flyer programme and British Airways. The Brazilian airline TAM announced that as part of its merger with Chilean airline LAN, it would leave the Star Alliance in 2014 in favour of membership in the oneworld alliance.

Course of business

The first nine months of the year were dominated by the differences in global economic development across the various regions as well as the volatility on the currency markets, which had an adverse effect on the result for the Lufthansa Group. Lower fuel consumption as a result of fewer flights along with a lower fuel price had a positive effect on the result for the reporting period, however.

The Lufthansa Group's revenue declined by a fraction compared with last year. The operating result was down on last year, but still clearly positive. It nevertheless went up significantly after adjustment for restructuring and project costs. All business segments reported an operating profit. Performance differed from one segment to another, however. The Passenger Airline Group and Lufthansa Cargo segments, as well as LSG Sky Chefs, all underperformed on their figures for last year. By contrast, the MRO and IT Services segments put in a positive performance and were able to stabilise the operating result of the Lufthansa Group.

Significant events On 1 May 2013, the Air Transport Employers' Federation (AGVL) and the trade union ver.di agreed on a wage settlement for the some 33,000 ground staff employed in Germany by the Lufthansa Group. For the first time, the wage settlement provides for differences in the performance of the individual business segments. In return for a moderate pay rise, the Lufthansa Group has pledged to safeguard employees' jobs until 2015. The agreement was preceded by several nationwide warning strikes in Germany.

Pay negotiations are continuing with the Vereinigung Cockpit pilots' union for cockpit staff at Lufthansa Passenger Airlines, Germanwings and Lufthansa Cargo. Germanwings and representatives of the flight attendants' union UFO reached an agreement on the pay negotiations for cabin crew in June 2013. It has since been approved by union members.

The new Germanwings took off on schedule on 1 July 2013. More information about this can be found in the Lufthansa Passenger Airlines section on p. 14.

In early September 2013, the Executive Board of Deutsche Lufthansa AG announced a restructuring of the company pension schemes in place at Lufthansa Group companies based in Germany. Rising life expectancies and historically low interest rates have driven up pension obligations at a disproportionate rate, making this move necessary in order to guarantee secure and attractive retirement benefits over the long term. Wage agreements on retirement and transitional benefits have been terminated with effect from the end of 2013, and talks with the collective bargaining partners on a new settlement have begun. The wage agreement concerning retirement benefits will remain in force for the existing workforce until a new agreement is signed.

Dr Christoph Franz, the Chairman of the Executive Board and CEO of Deutsche Lufthansa AG, informed the Supervisory Board in mid-September 2013 that he would not be available to renew his contract. His current appointment runs until 31 May 2014. The Supervisory Board has not yet nominated a successor.

The Supervisory Board of Deutsche Lufthansa AG approved the purchase of a total of 59 modern, fuel-efficient aircraft for Lufthansa Passenger Airlines at its meeting on 18 September 2013. 34 Boeing 777-9Xs and 25 Airbus A350-900s are to be added to the Lufthansa Group's long-haul feet, with phased deliveries scheduled from 2016 and 2020 respectively. In the period up to 2025, they will replace older Boeing 747-400 and Airbus A340-300 aircraft. The new aircraft shall serve primarily as substitutes for the planes currently operated by Lufthansa Passenger Airlines. They supplement the order placed in June for 100 aircraft from the Airbus A320 family for the short- and medium-haul segments, which are also to be delivered through to 2025.

SCORE Implementation of the Group-wide SCORE programme is proceeding apace in all areas and segments of the Group. Sites in Norderstedt and Cologne are to be closed as part of the merging of activities from the areas of finance, procurement and HR to shared service centres. A settlement of interests was agreed with the co-determination bodies at Lufthansa Revenue Services GmbH in Norderstedt, which will enable implementation to take place as planned. Talks are still under way with the co-determination bodies about closing Deutsche Lufthansa AG's head office in Cologne. Administrative units of SWISS, Lufthansa Cargo and LSG Sky Chefs have already been transferred to shared services centres.

A review of all ground processes alone revealed that lasting efficiency gains at Lufthansa Passenger Airlines had the potential for annual savings of EUR 180m. The effects of restructuring the business into a process-oriented organisation and the resulting consequences for employees have been discussed in detail with the co-determination bodies over recent months. The effects on the organisational units of Lufthansa Passenger Airlines are currently being discussed with the respective co-determination bodies. Once the notification and consultation process has been completed, the measures are to be implemented.

Progress was made in other segments, too: at Lufthansa Technik in making administrative structures more streamline, for instance; at SWISS with the new production base and new fare structures in Geneva; and at LSG Sky Chefs with efficiency gains in Germany and the USA.

On 2 July 2013, the Executive Board of Deutsche Lufthansa AG paved the way for Lufthansa CityLine GmbH to move from Cologne to Munich. This represents a further step towards focusing Lufthansa CityLine on continental feeder flights to the Lufthansa hubs in Munich and Frankfurt. In future, most of Lufthansa CityLine's flight operations will take place in Munich. The move will enable closer integration between the administrative functions of Lufthansa CityLine, its flight operations and Lufthansa Passenger Airlines in Munich, which is Lufthansa CityLine's only customer. The move is planned for the second half of 2014.

Staff and management At the beginning of the third quarter, Dr Bettina Volkens (50) took up her role as Chief Human Resources Officer with responsibility for Human Resources and Legal Affairs, and Harry Hohmeister (49) started work as Chief Officer Group Airlines and Logistics. Mr Hohmeister will continue to exercise his function as Chairman of the Executive Board and CEO of SWISS.

The two new Executive Board members succeed Stefan H. Lauer, who, in agreement with the Supervisory Board, stepped down from his position with effect from 30 June 2013.

The Supervisory Board's shareholder representatives were also newly elected in line with the proposals made by the Supervisory Board at the Annual General Meeting held on 7 May 2013. Wolfgang Mayrhuber, former Chairman of the Executive Board and CEO of Deutsche Lufthansa AG, and Dr Karl-Ludwig Kley, Chairman of the Executive Board of Merck KGaA and former CFO of Deutsche Lufthansa AG, succeeded the previous members of the Supervisory Board, Dipl.-Ing. Dr.-Ing. E.h. Jürgen Weber and Dr Klaus G. Schlede, until 7 May 2013 Chairman of the Supervisory Board and Chairman of the Supervisory Board's Audit Committee respectively. The remaining eight shareholder representatives were re-elected. At the earlier elections for employee representatives on the Supervisory Board, two members were re-elected and eight new members were elected.

In recognition of his service to Deutsche Lufthansa AG, Dipl.-Ing. Dr.-Ing. E.h. Jürgen Weber was named Honorary Chairman of the Supervisory Board. An overview of all the Supervisory Board members and the composition of the committees can be found on the internet at i investor-relations.lufthansagroup.com.

Changes in reporting standards and in the group of consolidated companies Changes in reporting standards occurred with the mandatory application of IAS 19R Employee Benefits and IFRS 13 Fair Value Measurement as of 1 January 2013. To facilitate comparison, the figures presented in this report have been calculated as if IAS 19R had already been applied last year. For further details, see the notes to the consolidated financial statements from p. 30.

The other standards and interpretations mandatory for the first time as of 1 January 2013 did not have a significant effect on the Group's net assets, financial and earnings position as shown in the present interim report. For further details, see the notes to the consolidated financial statements from p. 30.

There have been no significant changes to the group of consolidated companies since this time last year. The individual changes compared with year-end 2012 and 30 September 2012 are shown in the table on p. 30. These changes had no significant effect on the consolidated balance sheet and income statement in comparison with the same period last year.

Earnings position

Traffic figures of the Lufthansa Group's airlines*

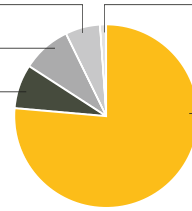
		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %
Passengers carried	thousands	79,774	79,283	0.6
Available seat-kilometres	millions	200,056	198,388	0.8
Revenue seat-kilometres	millions	160,648	157,273	2.1
Passenger load factor	%	80.3	79.3	1.0 pts
Freight / mail	thousand tonnes	1,453	1,482	−2.0
Available cargo tonne-kilometres	millions	11,088	11,124	−0.3
Revenue cargo tonne-kilometres	millions	7,588	7,651	−0.8
Cargo load factor	%	68.4	68.8	−0.4 pts
Total available tonne-kilometres	millions	31,100	31,077	0.1
Total revenue tonne-kilometres	millions	23,376	23,124	1.1
Overall load factor	%	75.2	74.4	0.8 pts
Flights	number	779,742	812,245	−4.0

* Previous year's figures have been adjusted.

Change in accounting standard IAS 19 The revised version of IAS 19 Employee Benefits (revised in 2011, IAS 19R), application of which has been mandatory from 1 January 2013, had a substantial influence on the presentation of the earnings position in this interim report. The figures presented in this report for the first nine months of 2012 have been calculated in accordance with the effective IFRS, as if IAS 19R had already been applied last year. Adjusting the figures for last year meant that profit before income taxes for the first nine months of 2012 was EUR 235m higher and profit after income taxes was EUR 223m higher. Specifically, this means that due to the elimination of both delayed recognition of actuarial losses and the option of recognising past service expenses pro rata, service expenses have been presented as being EUR 281m lower in the first nine months of 2012. The change in accounting for partial retirement and similar programmes increased the staff costs recognised for the same period last year by EUR 6m. By contrast, net interest expense for the first nine months of 2012 was EUR 40m higher as a result of adjusting forecast plan income to the discount rate applied at the beginning of the year.

Discontinued operations As a result of the contract for the sale of British Midland Ltd. (bmi) to International Consolidated Airlines Group, S.A. (IAG) signed by Deutsche Lufthansa AG and IAG on 22 December 2011, British Midland Ltd. was presented in the Group's income statement and consolidated financial statements for 2011 and 2012 as a discontinued operation in line with IFRS 5. This form of presentation applied to the after-tax result for bmi for the first nine months of 2012 and to changes in the valuation or proceeds of disposal for the discontinued operation compared with the 2011 financial statements, which in this case were the proceeds of the aforementioned contractual agreement. For details of last year's result of the discontinued operation, we refer to the notes to the consolidated financial statements.

External revenue share of the business segments in % (as of 30.9.2013)



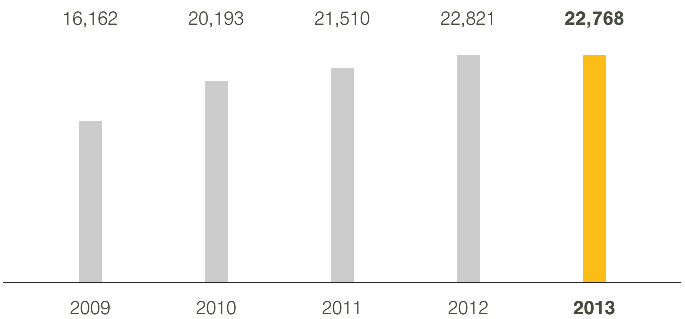
Revenue and income The passenger airlines in the Lufthansa Group were able to boost their traffic figures slightly year on year in the first nine months of 2013, but the cargo business saw a decline. The Group's airlines carried around 79.8 million passengers, a rise of 0.6 per cent on the previous year. Transport of freight and mail fell by 2.0 per cent to 1.5 million tonnes. The individual performance data for the separate segments is presented in the respective chapters.

Revenue and income

	Jan. – Sept. 2013 in €m	Jan. – Sept. 2012 in €m	Change in %
Traffic revenue	18,663	18,786	−0.7
Other revenue	4,105	4,035	1.7
Total revenue	**22,768**	**22,821**	**−0.2**
Changes in inventories and work performed by the entity and capitalised	85	96	−11.5
Other operating income	1,443	1,446	−0.2
Total operating income	**24,296**	**24,363**	**−0.3**

The regionally different development in the traffic figures for the passenger and cargo businesses, together with lower income due to pricing and foreign exchange movements, caused traffic revenue to fall overall by 0.7 per cent to EUR 18.7bn. The higher sales boosted revenue by 1.8 per cent, while a 0.4 per cent drop in prices (including fuel surcharge and air traffic tax) and negative currency effects (–2.1 per cent) led to a reduction in revenue. The Passenger Airline Group accounted for EUR 16.6bn (+0.3 per cent) of traffic revenue and the Logistics segment for EUR 1.7bn (–9.0 per cent).

Revenue development in €m (Jan. – Sept.)



At EUR 4.1bn, other revenue was 1.7 per cent up on the previous year. Of the total, the MRO segment generated EUR 2.0bn (+6.4 per cent), Catering EUR 1.4bn (–2.3 per cent) and IT Services EUR 198m (+5.9 per cent). The airlines in the Passenger Airline Group and Logistics segment contributed EUR 508m (–5.0 per cent).

As a result, the Group's revenue remained almost unchanged, at a total of EUR 22.8bn (–0.2 per cent). The development of revenue over the last five years is shown in the chart above. The Passenger Airline Group's share of total revenue rose to 76.4 per cent (+0.4 percentage points). The distribution of revenue by segment and region is shown in the segment reporting starting on p. 36.

Other operating income was stable year on year at EUR 1.4bn. Lower income from compensation payments (EUR –16m) and from book gains on the sale of aircraft (EUR –11m) were offset by an increase of EUR 10m in commission income and other items. The other individual items did not vary significantly compared with the previous year.

Total operating income therefore fell slightly by EUR 67m, or 0.3 per cent, compared with last year.

Expenses Operating expenses climbed by EUR 266m (+1.1 per cent) to a total of EUR 23.7bn. The cost of materials and services fell by 1.7 per cent in total to EUR 13.3bn, however. Within the cost of materials and services, fuel costs sank by 2.9 per cent to EUR 5.4bn. Lower volumes (–2.2 per cent) and positive exchange rates (–2.3 per cent) allayed expenses, whereas the 1.6 per cent increase in fuel prices (after hedging) had the opposite effect. Fuel expenses include a negative price hedging result of EUR 99m (previous year: a positive price hedging result of EUR 154m). Expenses for other raw materials, consumables and supplies were roughly unchanged at EUR 2.0bn.

Expenses

	Jan. – Sept. 2013 in €m	Jan. – Sept. 2012 in €m	Change in %
Cost of materials and services	13,316	13,545	–1.7
of which fuel	5,406	5,567	–2.9
of which fees and charges	3,914	3,920	–0.2
of which operating lease	63	87	–27.6
Staff costs	5,464	4,832	13.1
Depreciation	1,424	1,345	5.9
Other operating expenses	3,510	3,726	–5.8
Total operating expenses	**23,714**	**23,448**	**1.1**

The slight dip in the number of flights as a result of the larger aircraft in service had a positive effect on fees and charges, which fell slightly by 0.2 per cent to EUR 3.9bn. Lower air traffic control charges (–0.7 per cent), take-off and landing fees (–0.8 per cent) and handling charges (–1.0 per cent) were offset by higher passenger fees (+2.6 per cent) and security charges (+3.1 per cent). The air traffic tax was 3.3 per cent lower than a year ago at EUR 265m. Other purchased services declined by 3.1 per cent to EUR 2.0bn, in particular due to lower charter expenses and lower expenses for operating leases.

Staff numbers (excluding bmi) declined by an average of 250, or 0.2 per cent, to 117,304. Staff costs climbed by 13.1 per cent, however. This sharp increase can be attributed primarily to one-off effects in the same period last year. The transfer of Austrian Airlines' flight operations to Tyrolean Airways and the settlement of bmi's pension obligations reduced expenses in last year's financial statements by a total of EUR 325m. Adjusted for these effects, expenses went up by 6.0 per cent, which was due in particular to restructuring costs as part of SCORE and to interest-rate-related increases in additions to pension provisions.

Depreciation and amortisation rose to EUR 1.4bn (+5.9 per cent). Depreciation of aircraft fell by 1.1 per cent to EUR 1.0bn, whereas impairment losses on aircraft climbed to EUR 155m (previous year: EUR 63m). These related to three Boeing 747-400s, five Airbus A340-300s, eight B737-500s, eight B737-300s and eight Canadair Regional Jet 700s, which have been retired or are held for disposal. Impairment losses of EUR 3m (previous year: EUR 18m) were also incurred on two B747-400s and one A340-300 shown in the balance sheet as assets held for sale. These impairment charges are recognised in other operating expenses.

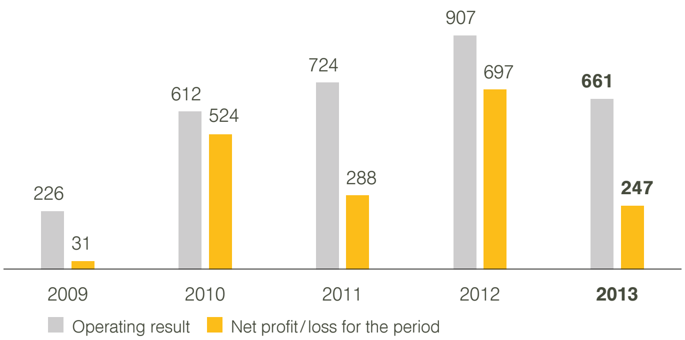
Other operating expenses fell by a total of 5.8 per cent to EUR 3.5bn. The drop is largely due to lower exchange rate losses (EUR –145m) and a reduction in both agency commissions (EUR –51m) and write-downs on current assets (EUR –29m). These items were offset by higher rental and maintenance expenses (EUR +30m) and higher advertising and sales promotion expenses (EUR +16m). The individual other items did not vary significantly compared with last year.

Reconciliation of results

in €m	**Jan. – Sept. 2013** Income statement	Reconciliation with operating result	Jan. – Sept. 2012 Income statement	Reconciliation with operating result
Total revenue	**22,768**	**–**	**22,821**	**–**
Changes in inventories	85	–	96	–
Other operating income	1,443	–	1,446	–
of which book gains and current financial investments	–	–28	–	–47
of which income from reversal of provisions	–	–74	–	–72
of which write-ups on capital assets	–	–2	–	–8
of which period-end valuation of non-current financial liabilities	–	–20	–	–10
Total operating income	**24,296**	**–124**	**24,363**	**–137**
Cost of materials and services	–13,316	–	–13,545	–
Staff costs	–5,464	–	–4,832	–
of which past service cost	–	–2	–	0*
Depreciation, amortisation and impairment	–1,424	–	–1,345	
of which impairment losses	–	156	–	65
Other operating expenses	–3,510	–	–3,726	
of which impairment losses on assets held for sale – non-operating	–	3	–	18
of which expenses incurred from book losses and current financial investments	–	19	–	30
of which period-end valuation of non-current financial liabilities	–	27	–	16
Total operating expenses	**–23,714**	**203**	**–23,448**	**129**
Profit/loss from operating activities	**582**	**–**	**915**	**–**
Total from reconciliation with operating result	–	79	–	–8
Operating result	**–**	**661**	**–**	**907**
Result from equity investments	102	–	77	–
Other financial items	–69	–	–20	–
EBIT	**615**	**–**	**972**	**–**
Write-downs (included in profit from operating activities)	1,424	–	1,345	–
Write-downs on financial investments, securities and assets held for sale	2	–	36	–
EBITDA	**2,041**	**–**	**2,353**	**–**

* Rounded below EUR 1m.

Operating result and net profit/loss for the period in €m (Jan. – Sept.)



Earnings development Profit from operating activities fell by EUR 333m to EUR 582m, largely due to a reduction in staff costs last year and higher restructuring expenses for SCORE. The operating result fell by EUR 246m to EUR 661m compared with the same period last year. The adjusted operating margin was 3.2 per cent (previous year: 4.3 per cent). This is calculated as operating result plus write-backs of provisions divided by revenue.

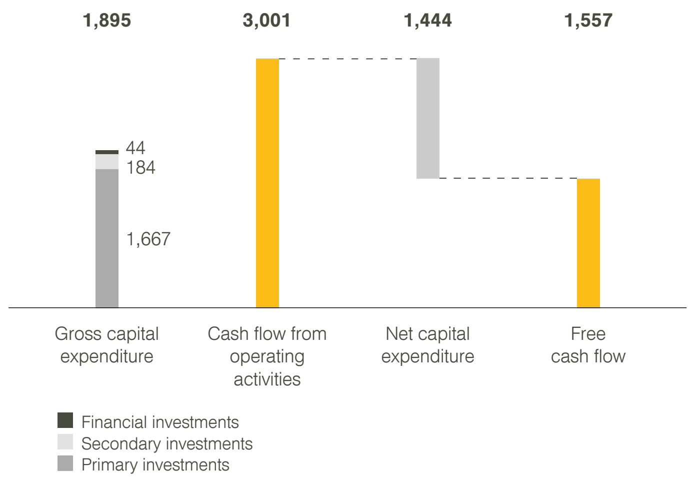
The result from equity investments improved to EUR 102m (previous year: EUR 77m). Whereas the result of the equity valuation improved by EUR 53m to EUR 76m, other income from equity investments recorded a decrease of EUR 28m to EUR 26m. The positive development of the equity valuation result is largely due to the equity investments in SN Airholding and SunExpress and the first-time use of the equity method to value the Terminal 2 Betriebsgesellschaft in Munich. Positive earnings of EUR 21m in total from the Terminal 2 companies were recognised in other income from equity investments in the same period last year. Net interest improved to EUR –257m (previous year: EUR –281m).

The result from other financial items came to EUR –69m (previous year: EUR –20m). The expenses were due entirely to changes in the market value of financial derivatives recognised through profit and loss (previous year: EUR –14m). Earnings before interest and taxes (EBIT) reflect the changes in the operating result, the result from equity investments and from other financial items and came to EUR 615m at the end of the first nine months of the current financial year (previous year: EUR 972m).

Earnings before taxes (EBT) fell by EUR 333m to EUR 358m. After deducting income taxes of EUR 100m (previous year: EUR 20m) and minority interests (EUR 11m), the net profit for the period attributable to shareholders of Deutsche Lufthansa AG amounted to EUR 247m (previous year: EUR 697m). Earnings per share therefore amount to EUR 0.54 (previous year: EUR 1.52).

Cash flow and capital expenditure

Cash flow and capital expenditure in €m (as of 30.9.2013)



In the first nine months of the 2013 financial year, the Lufthansa Group was able to increase its cash flow from operating activities to EUR 3.0bn (previous year: EUR 2.4bn). As profit before income taxes was down by EUR 333m, this increase is largely due to the significant improvement of EUR 825m in working capital compared with last year. As well as a fall of EUR 209m in the accumulation of trade and other receivables, this development can mainly be attributed to the non-cash changes in pension provisions through profit and loss (EUR 444m). Furthermore, last year was depressed by negative cash flow of EUR 82m from the discontinued operations at bmi.

Gross capital expenditure was on par with last year at EUR 1.9bn, of which EUR 1.7bn was for the purchase of 42 aircraft (five Boeing B747-8s, one Airbus A330, one A321, 16 Airbus A320s, four A319s, four Embraer 195s and one ATR 700; another ten A319s were reclassified from operating leases to finance leases as the contracts were renewed) as well as aircraft overhauls and down payments. An additional EUR 134m was invested in other property, plant and equipment. Intangible assets accounted for EUR 50m of the remaining capital expenditure.

Financial investments of EUR 44m related to the acquisition of equity interests and loans. The funding requirement was partly covered by interest and dividend income (EUR 300m in total) and by proceeds of EUR 153m from the disposal of assets – mostly aircraft. The purchase and sale of current securities and funds resulted in a net cash outflow of EUR 599m. A total of EUR 2.0bn in net cash was therefore used for capital expenditure and cash management activities (previous year: EUR 1.8bn).

Free cash flow, defined as cash flow from operating activities less net capital expenditure, came to EUR 1.6bn and was therefore EUR 582m higher than last year.

The balance of financing activities was a net cash outflow of EUR 814m. New borrowing (EUR 505m) was offset by scheduled capital repayments totalling EUR 925m (of which EUR 500m related to the repayment of a EUR bond), dividend payments to minority shareholders (EUR 10m) and interest payments of EUR 384m.

Cash and cash equivalents rose by EUR 133m to EUR 1.6bn. This includes a decrease of EUR 11m in cash balances due to exchange rate movements. The internal financing ratio was 158.3 per cent (previous year: 129,3 per cent). Overall, cash including securities at the end of the third quarter went up to EUR 5.4bn (previous year: EUR 4.9bn). The detailed cash flow statement can be found on p. 29.

Assets and financial position

The revised version of IAS 19 Employee Benefits (revised in 2011, IAS 19R), application of which has been mandatory from 1 January 2013, had a substantial influence on the presentation of the assets and financial position in this interim report. The revision caused pension obligations and other provisions under partial retirement and similar programmes to go up by a total of EUR 3.8bn as of 1 January 2013 compared with the financial statements for 2012. Deferred tax assets rose by EUR 711m, deferred tax liabilities declined by EUR 148m and Group equity contracted by EUR 3.5bn. Furthermore, other assets fell by EUR 571m. The figures presented in this report for the 2012 financial statements have been calculated in accordance with the effective IFRS, as if IAS 19R had already been applied last year.

As of 30 September 2013, total Group assets of EUR 29.3bn were EUR 783m higher than at year-end 2012. While non-current assets totalling EUR 18.8bn were virtually unchanged, current assets rose by EUR 752m. Within non-current assets, the item aircraft and reserve engines rose by EUR 378m to EUR 12.2bn. The increase in other equity investments is due to the change in the market value of the shares in JetBlue (EUR +29m), which is not recognised in profit and loss. Loans and receivables decreased by EUR 86m, partly as a result of maturities. Derivative financial instruments (mainly interest rate and foreign exchange hedges) fell by EUR 143m. In current assets, receivables increased by EUR 349m, mainly for seasonal and billing reasons. Cash and cash equivalents, consisting of current securities, bank balances and cash-in-hand, went up by EUR 423m to EUR 5.4bn. The proportion of non-current assets in the balance sheet total declined from 65.8 per cent at year-end 2012 to 64.1 per cent currently.

Shareholders' equity (including minority interests) climbed by EUR 756m (+15.6 per cent) to EUR 5.6bn as of the reporting date. EUR 572m of this increase was attributable to interest-rate-related decreases in pension provisions, whereby deferred taxes, which were recognised in shareholders' equity without effect on profit and loss, were also taken into consideration. Other changes in equity resulted mainly from the positive after-tax result (EUR +258m) and negative changes in the market value of financial instruments and foreign exchange rates (EUR –55m in total).

The equity ratio rose from 16.9 per cent at year-end 2012 to 19.1 per cent.

Non-current provisions and liabilities shrank by EUR 1.5bn to EUR 12.5bn, while current borrowing was increased by EUR 1.6bn to EUR 11.3bn. Within non-current borrowing, pension provisions plummeted by EUR 728m. The pension entitlements arising in the first nine months of the financial year were offset by a reduction in pension provisions (EUR –741m) as a result of an increase in the discount rate from 3.5 per cent at year-end to 3.75 per cent, as well as positive changes in the market value of plan assets. The rise of EUR 110m in other provisions relates mainly to restructuring activities that form part of SCORE. Non-current borrowing fell by EUR 965m, in particular because a EUR bond and a borrower's note loan (EUR 954m in total) were reclassified as current borrowing in view of their maturities.

Other non-current provisions dropped by EUR 33m, primarily as a result of utilisations. Within current liabilities, financial liabilities increased by EUR 463m. This rise was due to their maturities and was offset by scheduled capital repayments, including the repayment of a EUR bond for EUR 500m. In addition, trade payables and other financial liabilities climbed sharply (EUR +545m) for seasonal and billing reasons, as did liabilities from unused flight documents (EUR +505m).

Net indebtedness fell to EUR 1.1bn as of 30 September 2013 (31 December 2012: EUR 2.0bn).

Calculation of net indebtedness

	30 Sept. 2013 in €m	31 Dec. 2012 in €m	Change as of 31 Dec. 2012 in %
Liabilities to banks	1,338	1,507	–11.2
Bonds	1,810	2,312	–21.7
Other non-current borrowing	3,260	3,091	5.5
	6,408	**6,910**	**–7.3**
Other bank borrowing	40	9	344.4
Group indebtedness	**6,448**	**6,919**	**–6.8**
Cash and cash equivalents	1,569	1,436	9.3
Securities	3,820	3,530	8.2
Net indebtedness	**1,059**	**1,953**	**–45.8**
Pension provisions	5,116	5,844	–12.5
Net indebtedness and pensions	**6,175**	**7,797**	**–20.8**

Group fleet – Number of commercial aircraft
Deutsche Lufthansa AG (LH), SWISS (LX), Austrian Airlines (OS), Germanwings (4U), Lufthansa CityLine (CLH), Air Dolomiti (EN) and Lufthansa Cargo (LCAG) as of 30.9.2013

Manufacturer/type	LH	LX	OS	4U	CLH	EN	LCAG	**Group fleet**	of which finance lease	of which operating lease	Change as of 31.12.12	Change as of 30.9.12
Airbus A310	1[3]							1			–1	–1
Airbus A319	35	5	7	36				83	10	6	+2	+2
Airbus A320	61	28	16					105	18	2	+16	+19
Airbus A321	62	8	6					76	4		+1	+2
Airbus A330	18	18						36		3	–	+1
Airbus A340	48	13	2[2]					63	2	2	–	–
Airbus A380	10							10			–	–
Boeing 737	33							33			–12	–19
Boeing 747	31							31			+2	+2
Boeing 767			6					6	2		–	–
Boeing 777			4					4			–	–
Boeing MD-11F							18	18			–	–
Bombardier CRJ	23[1]				31			54			–2	–3
Bombardier C-Series								0			–	–
Bombardier Q-Series			14					14			–	–
ATR	5[1]					6		11		5	–	–
Avro RJ		20						20		6	–2	–4
Embraer	43[1]							43			+1	–2
Fokker F70			9					9			–	–
Fokker F100			15					15			–	–
Total aircraft	**370**	**92**	**79**	**36**	**31**	**6**	**18**	**632**	**36**	**24**	**5**	**–3**

[1] Let to Lufthansa regional airlines.
[2] Let to SWISS.
[3] Leased to company outside the Group.

Passenger Airline Group business segment

Key figures Passenger Airline Group[1] / **of which Lufthansa Passenger Airlines**

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %	**Jan. – Sept. 2013** (Lufthansa Passenger Airlines)	Jan. – Sept. 2012 (Lufthansa Passenger Airlines)	Change in % (Lufthansa Passenger Airlines)
Revenue	€m	17,892	17,851	0.2	6,659	6,628	0.5	13,169	13,067	0.8
of which with companies of the Lufthansa Group	€m	504	515	–2.1	185	166	11.4			
Operating result	€m	497	615	–19.2	561	542	3.5	300	111	170.3
Segment result	€m	433	591	–26.7	566	582	–2.7			
EBITDA[2]	€m	1,637	1,718	–4.7	999	971	2.9	1,114	908	22.7
Segment capital expenditure	€m	1,544	1,552	–0.5	436	375	16.3			
Employees as of 30.9.	number	54,556	55,578	–1.8	54,556	55,578	–1.8	39,772	40,927	–2.8
Passengers[3]	thousands	79,774	79,283	0.6	30,305	29,634	2.3	58,124	57,568	1.0
Available seat-kilometres[3]	millions	200,056	198,388	0.8	73,086	71,317	2.5	148,191	146,621	1.1
Revenue seat-kilometres[3]	millions	160,648	157,273	2.1	61,495	59,502	3.4	117,954	115,289	2.3
Passenger load factor[3]	%	80.3	79.3	1.0 pts	84.1	83.4	0.7	79.6	78.6	1.0 pts

[1] Lufthansa Passenger Airlines, SWISS and Austrian Airlines.
[2] Before profit/loss transfer from other companies.
[3] Previous year's figures have been adjusted.

Segment structure and course of business The Passenger Airline Group business segment is made up of Lufthansa Passenger Airlines (including Germanwings), SWISS and Austrian Airlines. Together with the equity investments in Brussels Airlines and Sun-Express, the Passenger Airline Group offers a global route network and the highest degree of flexibility when travelling by operating several European hubs. Slow global economic growth and adverse exchange rate movements – especially for the euro against the Japanese yen and the Indian rupee – dominated the first nine months of the financial year. Lufthansa Passenger Airlines was also hit by strikes organised by the trade union ver.di and others in the first half of the year. All of the airlines in the Lufthansa Group made great progress with implementing the SCORE programme and the restructuring that it entails. Buoyed by the seasonal business in the traditionally strong third quarter, the Passenger Airline Group generated a substantially positive operating result, which was above the figure originally reported for last year, but below last year's result after adjustment for valuation and non-recurring effects.

Operating performance The airlines in the Passenger Airline Group carried 79.8 million passengers in the first nine months of 2013 (+0.6 per cent). Although the number of flights fell by 4.0 per cent, available seat-kilometres were up slightly by 0.8 per cent. Revenue seat kilometres rose by 2.1 per cent and the passenger load factor picked up by 1.0 percentage point to 80.3 per cent. Average yields per revenue seat-kilometre fell by 1.8 per cent. Traffic revenue rose slightly by 0.3 per cent. Average yields varied widely in the individual traffic regions. Sales in the Europe traffic region were slightly up on last year. As average yields only contracted minimally (–0.2 per cent), traffic revenue picked up (+1.2 per cent). In the Americas region sales rose sharply. In combination with slightly higher average yields (+0.7 per cent), this produced significantly higher traffic revenue (+7.1 per cent). In the Asia/Pacific region, sales remained stable, but average yields tumbled (–8.2 per cent), leaving traffic revenue significantly depleted (–7.9 per cent). The Middle East/Africa region also saw lower traffic revenue (–6.7 per cent) after a fall in both sales and average yields (–1.7 per cent).

On 1 April 2013, SWISS and Austrian Airlines joined Lufthansa Passenger Airlines' J+ strategic joint venture with All Nippon Airways (ANA) and have since been working closely with the Japanese partner.

The Passenger Airline Group has taken some important steps for the future structure of its fleet in 2013. In September, the Supervisory Board of Deutsche Lufthansa AG approved the purchase of a total of 59 state-of-the-art, fuel-efficient aircraft for the Group. 34 Boeing 777-9Xs and 25 Airbus A350-900s are to join the Lufthansa Group's long-haul fleet. The new aircraft are to be delivered between 2016 and 2025 and shall primarily serve to replace existing B747-400 and A340-300 aircraft. This decision supplements the order placed back in June for 100 aircraft from the Airbus A320 family for Lufthansa Passenger Airlines' short- and medium-haul segments, which are also due for delivery in the period up to 2025. Over the coming years, SWISS is expecting 30 Bombardier C-Series aircraft, six B777-300ERs, one A330-300 and one A321.

Miles & More, the Lufthansa Group's frequent flyer programme, celebrated its 20th anniversary in March. Its 23 million members around the world, more than 40 participating airlines and over 350 partners make Miles & More the biggest frequent flyer programme in Europe.

Revenue and earnings development Despite an increase in traffic, at EUR 16.6bn (+0.3 per cent) the segment's traffic revenue was only slightly up on last year due to adverse currency movements. Although higher volumes (+2.1 per cent) and slightly higher prices (+0.2 per cent) had a positive effect on traffic revenue, negative exchange rate effects (–2.0 per cent) reduced revenue. Other operating income climbed sharply by 17.1 per cent to EUR 821m. The increase stemmed largely from charging the restructuring costs of SCORE to Group functions (EUR 102m) and from higher exchange rate gains (EUR 17m). Total operating income went up accordingly by 0.9 per cent to EUR 18.7bn.

Compared with last year, operating expenses rose by 1.6 per cent to EUR 18.2bn. At the same time, the cost of materials and services fell by 1.6 per cent. This was mainly due to lower fuel costs, which fell by 2.6 per cent to EUR 5.0bn as a result of lower volumes and exchange rates. Fees and charges were unchanged at EUR 3.7bn. Higher passenger fees (+2.6 per cent) and security fees (+3.1 per cent) were offset by reductions in air traffic control charges (–0.8 per cent), take-off and landing fees (–0.8 per cent) and handling charges (–0.5 per cent). Air traffic tax fell by 3.3 per cent to EUR 265m.

Other purchased services dropped by 1.8 per cent overall to EUR 2.7bn. This was largely due to declines in charter expenses (–18.0 per cent) and expenses for operating leases (–26.4 per cent).

While the average annual workforce contracted by 1.7 per cent, staff costs rose by 20.2 per cent overall. The transfer of Austrian Airlines' flight operations to Tyrolean Airways and the settlement of bmi's pension obligations had reduced expenses by a total of EUR 325m in the same period last year. Adjusted for these effects, expenses rose by 7.0 per cent – largely due to higher interest-rate-related contributions to pension provisions as well as to restructuring costs as part of SCORE.

Depreciation and amortisation went up by 1.6 per cent to EUR 1.1bn altogether.

Other operating expenses shrank by 3.4 per cent to EUR 2.3bn. Lower exchange rate losses (EUR –70m) and a reduction in agency commissions (EUR –27m) were offset by higher expenses for advertising and sales promotion activities (EUR +21m) in particular.

The operating result was down by EUR 118m to EUR 497m. Comments on the earnings contributions from the individual airlines can be found on the following pages.

Other segment income of EUR 62m was attributable to income from write-backs of provisions (EUR 47m) as well as book gains on the disposal of non-current assets (EUR 12m).

Other segment expenses came to EUR 166m (previous year: EUR 88m). EUR 155m of the total (previous year: EUR 63m) stemmed from the impairment losses on 32 aircraft, mentioned in the Earnings position chapter, which have been retired or are held for disposal as well as from other impairment charges of EUR 3m (previous year: EUR 18m), also described in the Earnings position chapter, on three aircraft presented in the consolidated balance sheet under assets held for disposal. These impairment charges are recognised in other operating expenses. The result of the equity valuation of EUR 40m (previous year: EUR –12m) relates to SunExpress, SN Airholding and Terminal 2 Gesellschaft. The segment result fell overall by EUR 158m to EUR 433m.

Segment capital expenditure of EUR 1.5bn was 0.5 per cent lower than last year and was mainly incurred for new aircraft. In the course of the ongoing fleet renewal, investments were made in a total of 42 aircraft in the first nine months of the financial year. For detailed comments, see p. 9.

Trends in traffic regions Passenger Airline Group

	Net traffic revenue in €m external revenue		Number of passengers in thousands		Available seat-kilometres in millions		Revenue seat-kilometres in millions		Passenger load factor in %	
	Jan. – Sept. 2013	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in pts
Europe	7,741	1.2	63,949	0.4	70,020	–1.4	52,761	1.3	75.4	2.1
America	4,624	7.1	7,451	5.9	64,576	5.9	55,634	6.4	86.2	0.4
Asia/Pacific	2,897	–7.9	4,808	–0.3	46,135	0.5	37,891	0.3	82.1	–0.1
Middle East/Africa	1,320	–6.7	3,567	–4.9	19,326	–5.3	14,362	–5.1	74.3	0.2
Total	**16,582**	**0.3**	**79,774**	**0.6**	**200,056**	**0.8**	**160,648**	**2.1**	**80.3**	**1.0**

Forecast Business performance in the first nine months of the year continued to be characterised by great disparity between the regions. In contrast to North America and Europe, business in the Asia/Pacific traffic region in particular performed much weaker. The main reasons for this were exchange rate movements, strong competition and considerable regional differences in demand. These differences in performance will probably continue until the end of the year. Advance bookings are slightly up on the year in terms of volumes. No reversal of the negative exchange rate trend is evident, however, and average yields remain under pressure.

The average yield figures will continue to be diluted by the structural effects of larger aircraft, a growing share of long-haul traffic and the temporary increase in the proportion of Economy Class seats. From the current perspective, these structural factors will have a sustainably positive effect on profitability, however.

On the assumption that conditions remain the same, the Passenger Airline Group is now forecasting for 2013 a revenue on par with previous year as well as an increase in the operating result against the reported profit for 2012. One-off expenses for product improvements have now been quantified at EUR 100m for 2013. This year, it will therefore not be possible to match last year's operating result after restatement. Profitability is still only forecast to improve significantly at a later date, in particular once SCORE has been completed and investment in the product have been completed.

The absolute level of earnings also depends to a large extent on macroeconomic developments and the trend in fuel prices and exchange rates.

Lufthansa Passenger Airlines

The first half-year's positive earnings trend at Lufthansa Passenger Airlines continued in the third quarter of 2013. A result of EUR 300m was achieved for the first nine months, which represents an improvement of EUR 189m over the same period a year ago. This pleasing performance was driven by a reduction in unit costs combined with stable revenue. Lufthansa Passenger Airlines was able to cut its costs per passenger-kilometre while keeping capacity more or less constant. Product improvements in the third quarter depressed earnings by EUR 30m. Despite reducing the number of flights by 4.2 per cent, Lufthansa Passenger Airlines was able to boost sales year on year by 2.3 per cent. Seating capacity rose slightly by 1.0 per cent thanks to the use of larger aircraft.

This optimised capacity management increased the load factor by 1.0 percentage point to 79.6 per cent. Average yields fell slightly by 1.4 per cent. A reduction in unit costs more than made up for this decline, however. A total of 58.1 million passengers (+1.0 per cent) were carried in the first nine months of the year. Total operating income of EUR 13.8bn was higher than last year (+1.5 per cent). Operating expenses were up slightly by 0.1 per cent.

The new Germanwings got off to a successful start on 1 July 2013. With a new and innovative product and brand concept, Germanwings will successively take over European traffic outside the hubs in Frankfurt and Munich from Lufthansa Passenger Airlines by 2015. Passengers can now choose from three product categories that vary according to price and comfort features. The shifting to Germanwings will substantially improve the segment's financial position in European traffic as early as 2013.

In the third quarter, the Supervisory Board of Deutsche Lufthansa AG approved the purchase of 59 state-of-the-art long-haul aircraft. 34 Boeing 777-9Xs and 25 Airbus A350-900s are to be delivered from 2016 and are intended to replace older Boeing 747-400s and Airbus A340-300s by 2025. This investment in new technology, efficiency and customer comfort is a continuation of the ongoing fleet modernisation, which reached another milestone in the second quarter of 2013 with the order of 100 medium-haul aircraft from the Airbus A320 family. At the same time, around a third of all long-haul aircraft are to be converted from a three-class to a two-class configuration from 2014, for deployment on volume routes which see less demand from premium passengers. This will enable Lufthansa Passenger Airlines to improve its profitability on long-haul routes even further.

On 12 September 2013, Lufthansa Passenger Airlines and its system partners celebrated the topping-out ceremony for the new terminal satellite at Munich Airport, which forms part of the Terminal 2 development. The satellite will add capacity for 11 million passengers a year in Munich from 2015.

For the full year 2013, Lufthansa Passenger Airlines now anticipates that revenue will remain stable and is still expecting an improvement in the operating result. The absolute level will depend to a large extent on the development of fuel prices and exchange rates. The measures being taken as part of SCORE are continuing apace and will contribute to the earnings improvement for 2013. After consultation with the bargaining partners, the steps to change the organisational structure and sharpen the focus on processes will be pursued.

Other Group airlines

SWISS[1]

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %
Revenue	€m	3,202	3,194	0.3
Operating result	€m	182	173	5.2
EBITDA	€m	410	404	1.5
Passengers carried[2]	thousands	13,047	12,951	0.7
Employees as of 30.9.	number	8,562	8,331	2.8

[1] Including Edelweiss Air.
[2] Previous year's figures have been adjusted.
Further information on SWISS can be found at www.swiss.com.

Austrian Airlines

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %
Revenue	€m	1,577	1,648	–4.3
Operating result	€m	19	210	–91.0
EBITDA	€m	133	333	–60.1
Passengers carried[2]	thousands	8,603	8,763	–1.8
Employees as of 30.9.	number	6,222	6,320	–1.6

* Previous year's figures have been adjusted.
Further information on Austrian Airlines can be found at www.austrian.com.

At SWISS, too, the third quarter of 2013 was adversely affected by exchange rate movements and subdued market growth. This was exacerbated by weaker demand for business travel and cargo transport. A succession of non-recurring effects depressed earnings compared with the same quarter a year ago; such as the consequences of the strikes in Europe or the tense political situation in the Middle East. In the first nine months of 2013, SWISS nevertheless generated a cumulative operating result of EUR 182m (+5.2 per cent) and revenue of EUR 3.2bn (+0.3 per cent). The passenger load factor went up to 84.0 per cent (+1.1 percentage points) in the first nine months. Passenger numbers increased to 13.0 million (+0.7 per cent).

SWISS introduced a new, more flexible one-way fare structure in Geneva on 1 September 2013. This will enable SWISS to successfully tackle tough competition at the Geneva site, and the load factor for its flights has already improved sharply. Negotiations with Flughafen Zürich AG about a new system of fees and charges at Zurich Airport were initially abandoned without success in late August. SWISS and the other airport users taking part in the negotiations were unable to accept the offer put forward by Flughafen Zürich AG in the final round, as this would have led to a considerable increase in fees and charges. The matter has been presented to the Swiss Federal Office of Civil Aviation and a decision is expected in the fourth quarter.

On 16 September 2013, the new C-Series 100 from Bombardier successfully completed its maiden flight. SWISS is the first customer and will successively replace its Avro RJ fleet with this new plane from early 2015.

SWISS expects the market to pick up slightly along with the broader economy by the end of the year. For 2013, the assumption is still that the operating result in euros will be roughly on par with last year's. This is subject to changes in fuel prices and exchange rates as well as to the political situation in the Middle East.

Austrian Airlines is pursuing the restructuring measures started last year. After non-recurring effects in connection with the transfer of operations boosted last year's operating result substantially, the operating result in the first nine months of 2013 fell to EUR 19m. Adjusted for these non-recurring effects, the result nonetheless improved by EUR 11m. Revenue came to EUR 1.6bn, or 4.3 per cent down on the year. In the reporting period, Austrian Airlines carried a total of 8.6 million passengers (–1.8 per cent). The passenger load factor rose by 1.1 percentage points to 78.8 per cent, as a 4.5 per cent reduction in capacity coincided with a drop of just 3.1 per cent in sales.

In August, the modification of the long-haul fleet was completed. In addition to more comfortable seating in Economy Class, the refitted cabin includes a modern in-flight entertainment system and innovative, fully flat Business Class seats.

The Labour and Social Court in Vienna challenged the legality of transferring flight operations from Austrian Airlines to Tyrolean Airways in an initial ruling, which is subject to appeal. The judicial review examined the provisions of the Austrian Employment Contract Amendment Act (AVRAG) and did not establish any breach of applicable law. The transfer of operations within the same group of companies was nonetheless called in to question in view of the particular importance of protecting employees. Austrian Airlines has appealed against the ruling. Another outstanding legal ruling relates to the position of the Austrian Supreme Court on the continued validity of the collective bargaining agreement. On the basis of the legal opinions it has received, Austrian Airlines still assumes that it will emerge from the litigation victorious. It is now focusing on continuing negotiations with the works council on the collective agreement, which is intended to provide a lasting solution irrespective of the court ruling.

The restructuring activities are to be continued unchanged. This will have a positive impact on earnings. The aim for 2013 remains to consolidate the initial success of the turnaround and thereby to achieve a positive operating result in the low double-digit million euro range.

Logistics business segment

Key figures Logistics

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %
Revenue	€m	1,801	2,005	–10.2	583	653	–10.7
of which with companies of the Lufthansa Group	€m	18	20	–10.0	5	7	–28.6
Operating result	€m	43	67	–35.8	–18	19	–
Segment result	€m	60	80	–25.0	–13	23	–
EBITDA[1]	€m	81	126	–35.7	–6	38	–
Segment capital expenditure	€m	176	134	31.3	47	51	–7.8
Employees as of 30.9.	number	4,571	4,623	–1.1	4,571	4,623	–1.1
Freight and mail[2]	thousand tonnes	1,268	1,296	–2.2	426	426	0.0
Available cargo tonne-kilometres[2]	millions	9,289	9,464	–1.8	3,250	3,153	3.1
Revenue cargo tonne-kilometres[2]	millions	6,438	6,530	–1.4	2,192	2,167	1.1
Cargo load factor[2]	%	69.3	69.0	0.3 pts	67.4	68.7	–1.3 pts

[1] Before profit/loss transfer from other companies.
[2] Previous year's figures have been adjusted.

Segment structure and course of business In addition to Lufthansa Cargo AG, the Logistics segment includes the airfreight container specialist Jettainer GmbH and the equity investment in the cargo airline AeroLogic GmbH. An equity interest is still held in Jade Cargo International Ltd., which is now in insolvency proceedings and has no further operations. Lufthansa Cargo also holds equity investments in various handling companies.

Lufthansa Cargo markets capacities on its own freighters and chartered cargo aircraft along with belly capacities on passenger planes operated by Lufthansa Passenger Airlines and Austrian Airlines.

In the first quarter of 2013, Lufthansa Cargo reorganised its charter business. As of 1 April, all the charter activities were reintegrated into Lufthansa Cargo AG. A new partnership with the leading global charter broker Chapman Freeborn Airmarketing GmbH should also ensure better marketing of internal aircraft capacities that become available at short notice.

The first nine months of 2013 were again dominated by weak demand on global airfreight markets. Cargo volumes were slightly down on last year in the first three quarters of 2013, but average yields fell sharply. Lufthansa Cargo is still generating a profit, however, thanks to flexible capacity management in line with demand. With an operating result of EUR 43m, it was not able to match last year's figure, however. A negative operating result was reported for the third quarter. Lower income was the main reason for the weaker performance.

Product and route network Lufthansa Cargo has received many accolades from its customers this year. The US Airforwarders Association, for example, voted Lufthansa Cargo the best international cargo airline. The freight airline also received the Global Carrier Award from the major customer Hellmann, while at the prestigious "Cargo Airline of the Year Awards" presented by the UK-based Air Cargo Media Group, Lufthansa Cargo was again voted the best European cargo airline.

During the reporting period, Lufthansa Cargo made further progress with its programme to digitalise processes. In May, the airline acceded to an agreement established by the IATA to greatly simplify the use of electronic air waybills (eAWBs) in the future. Freight forwarders that want to use eAWBs need only to sign an agreement with IATA to recognise electronically transmitted air waybill data. This agreement is then automatically valid for all participating airlines. The first eAWB was used at Lufthansa Cargo in Munich in August. Initial deliveries with eAWB from selected customers were handled smoothly.

Operating performance Freight volumes in the first three quarters were down 2.2 per cent on last year. Capacity was cut by 1.8 per cent. Since revenue cargo tonne-kilometres only fell by 1.4 per cent due to changes in route distances, the cargo load factor rose by 0.3 percentage points to 69.3 per cent. The drop in tonnage was sharpest in the Americas region, at 3.1 per cent. Revenue cargo tonne-kilometres fell by 1.6 per cent and capacity went up by 1.0 per cent, causing the cargo load factor to contract by 1.7 percentage points. In the Asia/Pacific region, tonnage decreased by 2.7 per cent compared with last year. Capacity was cut by 5.3 per cent. As a result of this capacity adjustment, the cargo load factor improved considerably by 3.2 percentage points. Capacity in the Middle East/Africa was expanded by 1.5 per cent. As revenue cargo tonne-kilometres fell by 1.8 per cent, the load factor for the region contracted by 1.9 percentage points. In Europe, a sharp cut in capacity of 4.3 per cent improved the cargo load factor by 2.1 percentage points.

Revenue and earnings development Declining traffic revenue (–9.0 per cent) meant that Lufthansa Cargo's revenue for the first three quarters of 2013 dropped by 10.2 per cent compared with last year to EUR 1.8bn. Other revenue sank to EUR 41m (–40.6 per cent) due to lower income from aircraft charters. Other operating income of EUR 71m was 42.0 per cent higher than last year's figure, primarily as a result of an increase in the foreign exchange result and reimbursements from restructuring measures in connection with the SCORE earnings improvement programme. Total operating income fell to EUR 1.9bn (–8.9 per cent).

Operating expenses fell by 8.0 per cent year on year to EUR 1.8bn. This was largely due to the lower volume-related cost of materials and services, which stood at EUR 1.3bn (–7.4 per cent). Within this item, there were capacity-related declines in charter expenses to EUR 623m (–9.6 per cent), fuel costs to EUR 356m (–7.5 per cent), fees and charges to EUR 203m (–4.2 per cent) and MRO expenses to EUR 88m (–6.4 per cent).

Staff costs climbed 5.1 per cent to EUR 288m. This was largely due to higher retirement benefit expenses and costs in connection with the SCORE earnings improvement programme. The companies in the Logistics segment had an average of 4,544 employees in the reporting period (–1.4 per cent).

Depreciation and amortisation dropped by 54.8 per cent to EUR 19m. This was mainly because depreciation of the MD-11 freighters had come to an end.

Other operating expenses contracted by 19.5 per cent to EUR 173m, owing primarily to lower agency commissions.

In the reporting period, the Logistics segment generated an operating result of EUR 43m, which is lower than last year's figure of EUR 67m.

Increased income from write-backs of provisions raised other segment income by EUR 2m to EUR 6m. Other segment expenses remained minor. The segment result was EUR 60m (previous year: EUR 79m). This includes a result from equity investments of EUR 11m (previous year: EUR 9m) from subsidiaries accounted for using the equity method.

Segment capital expenditure went up to EUR 176m in the reporting period (previous year: EUR 134m). The rise was due largely to the down payments for five Boeing 777F aircraft.

Forecast Lufthansa Cargo expects a seasonal recovery in demand and tonnage to increase again in the fourth quarter.

In this market environment, the company will continue to pursue its successful strategy of managing capacity in line with demand and so boost load factors and average yields. Strict cost management will remain in force and be backed up by the implementation of numerous measures as part of the SCORE programme.

Given market developments in the year to date, the company no longer expects to be able to match last year's result. Lufthansa Cargo now expects to close the year 2013 with a result in the high double-digit million euro range.

Trends in traffic regions Lufthansa Cargo

	Net traffic revenue in €m external revenue*		Freight/mail in thousand tonnes		Available cargo tonne-kilometres in millions		Revenue cargo tonne-kilometres in millions		Cargo load factor in %	
	Jan. – Sept. 2013	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in %	**Jan. – Sept. 2013**	Change in pts
Europe	171	–5.5	440	–2.1	503	–4.3	263	–0.3	52.3	2.1
America	743	–2.9	378	–3.1	4,190	1.0	2,776	–1.6	66.3	–1.7
Asia/Pacific	686	–16.7	344	–2.7	3,687	–5.3	2,882	–1.3	78.2	3.2
Middle East/Africa	149	–2.6	106	3.2	909	1.5	517	–1.8	56.9	–1.9
Total	**1,749**	**–9.0**	**1,268**	**–2.2**	**9,289**	**–1.8**	**6,438**	**–1.4**	**69.3**	**0.3**

* Not including Extracharter.

MRO business segment

Key figures MRO

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %
Revenue	€m	3,109	3,002	3.6	1,069	986	8.4
of which with companies of the Lufthansa Group	€m	1,143	1,155	–1.0	402	382	5.2
Operating result	€m	332	231	43.7	113	85	32.9
Segment result	€m	348	269	29.4	120	94	27.7
EBITDA*	€m	445	344	29.4	173	137	26.3
Segment capital expenditure	€m	71	89	–20.2	31	26	19.2
Employees as of 30.9.	number	19,815	20,397	–2.9	19,815	20,397	–2.9

* Before profit / loss transfer from other companies.

Segment structure and course of business The Lufthansa Technik group includes 32 technical maintenance operations around the world and holds direct and indirect stakes in 55 companies. The consultancy company Lumics GmbH & Co. KG, a joint venture between Lufthansa Technik AG and McKinsey & Company, and based in Hamburg, started work on 2 September 2013. Lumics combines the process experience of the leading technical aviation services provider with the advisory expertise of a leading global management consultancy. The market for maintenance, repair and overhaul (MRO) services remains stable. The difficult financial and earnings situation of airlines and ongoing global consolidation in the MRO market continue to present challenges. In the period from January to September 2013, Lufthansa Technik generated an operating result that was well above last year's. Among other things, the efficiency and productivity measures taken as part of SCORE made a great contribution to this performance. Revenue was slightly up on the figure for last year.

Products Lufthansa Technik has obtained approval for the innovative HelioJet, a novel system of cabin lighting, for use in the Airbus A320. This means that the first joint development from Lufthansa Technik and the manufacturer, SCHOTT, can be used on scheduled services. Next year, Lufthansa Technik is to fit the BoardConnect in-flight entertainment solution to 20 Airbus A321s for Lufthansa Passenger Airlines. The system enables media services to be used on passengers' own laptops, tablets and smartphones. The wireless access points required to transmit the data were developed by Lufthansa Technik.

Operating performance In the first nine months, Lufthansa Technik signed 290 new contracts with a total volume of EUR 352m for 2013. The number of contract customers and aircraft serviced was increased year on year. One particularly important contract was the new general MRO agreement signed with Lufthansa Cargo. It covers maintenance, overhaul, engine and landing gear servicing and component support for the entire fleet (Boeing MD 11-F and B777-F). The components unit was able to win two new customers in North America for its Total Component Support (TCS) product for the Bombardier Dash8-Q400 model. The corresponding contracts were signed with WestJet Encore and Sky Regional Airlines.

Revenue and earnings development Revenue in the period January to September 2013 was up on the year at EUR 3.1bn (+3.6 per cent). Although revenue with Group companies declined by 1.0 per cent to EUR 1.1bn, external revenue increased to EUR 2.0bn (+6.4 per cent). At EUR 133m, other operating income was down slightly on the year (–2.9 per cent). Total operating expenses were down by EUR 2m on the previous year at EUR 2.9bn. Greater use of materials and external production services pushed up the cost of materials and services to EUR 1.5bn (+2.7 per cent). Staff costs were on par with last year. Lufthansa Technik generated an operating profit of EUR 332m in the reporting period (previous year: EUR 231m). This positive performance is partly due to efficiency and productivity gains as a result of the SCORE earnings improvement programme. Overall, Lufthansa Technik reported a segment result of EUR 348m (+29.4 per cent). Segment capital expenditure came to EUR 71m (EUR –18m).

Forecast For 2013, Lufthansa Technik is now expecting an operating result considerably higher than last year's with moderate revenue growth. The efficiency increases resulting from SCORE projects will cut costs substantially in 2013. An important contribution comes from the successful measures to reduce manufacturing costs in components and engines divisions as well as from the optimised maintenance concepts for the Lufthansa Passenger Airlines and Lufthansa Cargo fleets.

Catering business segment

Key figures Catering

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %
Revenue	€m	1,889	1,897	– 0.4	680	694	– 2.0
of which with companies of the Lufthansa Group	€m	456	431	5.8	166	155	7.1
Operating result	€m	63	75	– 16.0	44	53	– 17.0
Segment result	€m	74	87	– 14.9	53	59	– 10.2
EBITDA*	€m	111	123	– 9.8	67	73	– 8.2
Segment capital expenditure	€m	54	42	28.6	21	18	16.7
Employees as of 30.9.	number	31,916	30,660	4.1	31,916	30,660	4.1

* Before profit / loss transfer from other companies.

Segment structure and course of business The LSG Sky Chefs group consists of 153 companies and is present at more than 200 airports in 53 countries. In the first nine months of 2013, LSG Sky Chefs was able to increase, or at least maintain, its revenue adjusted for consolidation in all regions. At the end of the third quarter, the company had generated an operating result of EUR 63m. In the course of restructuring in Germany, the sites in Paderborn, Nuremberg and Münster/Osnabrück were closed in the spring and the customer services from those sites outsourced to an external provider. The framework paper signed with the trade union to cut staff costs to a market level is being implemented. LSG Sky Chefs is expanding its market-leading presence in the Russian growth market to nine airports, with two new sites in Moscow-Domededovo and Chelyabinsk. A successful return was made to the Spanish market with the opening of a site in Madrid. In Belgium, the company signed an agreement to purchase the catering activities of a competitor.

Products The expansion of the product and service portfolio is progressing successfully. In early July, a flexible, industry-leading service concept was introduced for Germanwings together with the Irish technology provider Retail in Motion. The procurement and development activities for in-flight service equipment have been run under the independent SPIRIANT brand since spring and have been well received by international airlines. The company has also established itself as a provider of products and services for rail operators.

Operating performance LSG Sky Chefs was able to maintain its leading market position by renewing existing customer contracts and expanding its business. Particularly noteworthy are the renewal of the extensive global catering contracts with Lufthansa Passenger Airlines and United Airlines as well as additional orders from LATAM. Singapore Airlines, Gulf Air and EVA Air were acquired as new customers by the equipment and logistics unit. The cooperation with Virgin Atlantic is also to be continued. LSG Sky Chefs also won new contracts for the Thalys and Eurostar trains in Brussels.

Revenue and earnings development After exchange rate adjustment, revenue in the Catering segment rose by 1.8 per cent in the first nine months compared with the previous year. In nominal terms, it fell by 0.4 per cent to EUR 1.9bn. Changes in the group of consolidated companies meant that revenue fell by EUR 64m. External revenue fell to EUR 1.4bn (– 2.3 per cent). Internal revenue rose by 5.8 per cent to EUR 456m.

Other operating income was EUR 7m down on the year at EUR 54m. This brought total operating income down slightly by 0.8 per cent to EUR 1.9bn. Total operating expenses of EUR 1.9bn were 0.2 per cent lower than last year. The cost of materials and services fell by 2.9 per cent to EUR 834m. This was essentially due to the changes mentioned above in the group of consolidated companies. In the first nine months, the LSG Sky Chefs group had an average of 31,370 employees (+ 4.7 per cent). This, plus the restructuring expenses in Germany, drove staff costs up by 4.8 per cent to EUR 692m. Depreciation and amortisation was stable year on year at EUR 47m. Other operating expenses were 2.8 per cent down, at EUR 307m. LSG Sky Chefs posted an operating profit of EUR 63m for the first nine months of 2013 (previous year: EUR 75m). The balance of other segment income and expense was slightly negative. The result of the equity valuation went up by EUR 1m compared with last year to EUR 12m. The segment result was EUR 74m in total (previous year: EUR 87m). Segment capital expenditure was EUR 12m higher than last year at EUR 54m.

Forecast After allowing for consolidation effects, LSG Sky Chefs is expecting revenue for the full year 2013 to be on par with last year. The SCORE activities to adapt the structures to changes in market conditions are progressing as expected. The global initiatives to boost the company's performance are also being pursued systematically and incorporated into its everyday business. LSG Sky Chefs still anticipates that its operating profit for 2013 will be roughly on par with last year.

IT Services business segment

Key figures IT Services

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %
Revenue	€m	472	448	5.4	168	147	14.3
of which with companies of the Lufthansa Group	€m	274	261	5.0	97	86	12.8
Operating result	€m	17	13	30.8	12	5	140.0
Segment result	€m	16	13	23.1	13	6	116.7
EBITDA*	€m	45	58	–22.4	21	13	61.5
Segment capital expenditure	€m	16	18	–11.1	4	8	–50.0
Employees as of 30.9.	number	2,720	2,764	–1.6	2,720	2,764	–1.6

* Before profit / loss transfer from other companies.

Segment structure and course of business Lufthansa Systems offers advisory and IT services on the international market and operates a global network of modern data centres. The company is one of the world's leading IT providers in the aviation industry. In the first nine months of the year, the company continued its sound performance. Revenue and result were up on the previous year.

Products Lufthansa Systems is a full-service provider and supports its customers with the entire range of IT services, from consultancy, development and implementation of industry solutions through to their operation in the company's own data centres. Lufthansa Systems is also a certified SAP partner. Cloud computing, mobile solutions and other innovative concepts play a prominent role in the service portfolio.

Operating performance The customer base continued to grow in the reporting period. Numerous new customers were acquired for navigation maps from the Lido/Navigation product family. The Portuguese airline SATA successfully introduced the Sirax revenue accounting solution. The second new contract this year was signed with All Nippon Airways – this time for the SchedConnect codeshare management solution. The scope of work carried out for the Lufthansa Group was also extended. Lufthansa Passenger Airlines is to introduce the BoardConnect in-flight entertainment solution on part of their medium-haul fleet from 2014. The Revenue Integrity IT solution was introduced at SWISS.

The Industry Solutions segment received orders from TUI Cruises, among others, to fit two cruise ships with innovative LAN and WAN infrastructure. Furthermore, Sysmex Deutschland, Secura Services and Jebsen & Jessen chose Lufthansa Systems as a partner for consultancy and for the introduction and operation of SAP systems.

Revenue and earnings development Revenue went up year on year by 5.4 per cent to EUR 472m. The increase related both to revenue of EUR 274m (+5.0 per cent) with companies in the Lufthansa Group, as well as with EUR 198m (+5.9 per cent) generated with third parties. Other operating income rose to EUR 15m (previous year: EUR 13m). This includes equalisation payments from the Lufthansa Group for restructuring measures carried out as part of the Group's SCORE programme.

This brought total operating income to EUR 487m (previous year: EUR 461m). The cost of materials and services climbed to EUR 91m (previous year: EUR 70m), due primarily both to the introduction of cloud computing at Lufthansa Group companies as well as to increased activities in the product area of mobile infotainment systems. The headcount declined in the reporting period to an average of 2,725 (previous year: 2,779). Staff costs rose to EUR 180m (previous year: EUR 173m) as a result of higher expenses for severance pay and partial retirement. Depreciation of property, plant and equipment and amortisation of intangible assets came to EUR 26m (previous year: EUR 27m). Other operating expenses amounted to EUR 173m. This resulted in total operating expenses of EUR 470m. In the reporting period, Lufthansa Systems therefore generated an operating result of EUR 17m (previous year: EUR 13m). The cash outflow from investing activities in property, plant and equipment plus intangible assets totalled EUR 16m (previous year: EUR 18m) in the reporting period.

Forecast The ongoing positive trend in new orders and the implementation of projects in connection with the SCORE programme enabled Lufthansa Systems to keep up its positive performance, even though the macroeconomic situation remained tense overall. Growth drivers mainly come from clients outside the Lufthansa Group. For the current financial year, the company therefore still expects moderate revenue growth and a higher operating result than last year.

Other

Other

		Jan. – Sept. 2013	Jan. – Sept. 2012	Change in %	**July – Sept. 2013**	July – Sept. 2012	Change in %
Total operating income	€m	895	973	–8.0	266	269	–1.1
Operating result	€m	–269	–106	–153.8	–120	–36	–233.3
Segment result	€m	–202	–105	–92.4	–118	–29	–306.9
EBITDA*	€m	225	7	–	272	–22	–
Segment capital expenditure	€m	9	14	–35.7	4	7	–42.9
Employees as of 30.9.	number	3,960	4,066	–2.6	3,960	4,066	–2.6

* Before profit / loss transfer from other companies.

Structure The Service and Financial Companies in the Lufthansa Group are pooled in the Other segment. This includes AirPlus and Lufthansa Flight Training (LFT), among others. The central Group functions are also part of this segment.

Companies' performance AirPlus has been concentrating on the development of mobile and virtual payment solutions this year. In the third quarter, AirPlus launched "Mobile A.I.D.A.", the first virtual company credit card for smartphones, which offers travellers greater flexibility both when booking and paying for business travel services. The operating result increased by 8.7 per cent on last year.

With 100,000 simulator hours billed to airlines outside the Lufthansa Group to date, LFT has made a substantial contribution to its own financial stability. In July, the Supervisory Board of LFT approved the procurement of a full-flight simulator for the Boeing 777, which is expected to go into service for pilot training from the third quarter of 2014. LFT reported an operating result of EUR 17m (–19.0 per cent) for the first nine months.

In the areas of finance, procurement and human resources, some of the administrative Group functions are being transferred to shared service centres. Talks with the co-determination bodies are continuing. Total operating income for the Group functions was 7.3 per cent down on the year at EUR 455m. The operating result came in at EUR –322m (previous year: EUR –157m). Operating expenses rose to EUR 777m (previous year: EUR 648m). This increase stems largely from restructuring projects as part of SCORE.

Revenue and earnings development The reporting period was marked by non-recurring SCORE expenses of EUR 168m allocated to this segment. Total operating income fell to EUR 895m (previous year: EUR 973m), while operating expenses rose slightly to EUR 1.2bn (previous year: EUR 1.1bn). The operating result came to EUR –269m (previous year: EUR –106m).

Risk and opportunities report

As an international aviation company the Lufthansa Group is exposed to macroeconomic, sector-specific and Company risks. Risks related to developments in the market and the competitive environment are particularly significant in terms of the effect they have on capacities and load factors. In addition, political, operational and collective bargaining risks, legal risks and contingencies, procurement risks, IT risks and financial and treasury risks must be taken into account.

The permanently updated management systems should identify both risks and opportunities at an early stage and highlight measures so that action can be taken accordingly. For further information on the risk and opportunity management system and the Lufthansa Group's risk situation, please see p. 104 of the Annual Report 2012.

In the first nine months of 2013, the risks and opportunities for the Group described in detail in the annual report have materialised or developed as follows.

The differences in economic development across the various regions and, in particular, the budget crisis in the USA represent substantial risks to the macroeconomic development. Other risk factors with an adverse effect on global economic growth include the current crisis in the Middle East and the economic slowdown in emerging and developing markets. So far, global passenger air traffic has not been impaired by these risk factors. The airlines in the Lufthansa Group improved their load factors compared with last year by means of active capacity management. Crude oil and kerosene prices are lower than last year. Fuel prices remain volatile, however. Alongside macroeconomic demand, they are affected by the momentum of geopolitical crises and relief, and therefore reflect both risks and opportunities. Despite the fuel hedges in place, these price movements alter the airlines' fuel calculations. The same applies to exchange rate movements, which also entail risks and opportunities for airlines.

Challenges, ranging from negotiations over a balance of interests to strikes, must also be expected to increase as the structural changes to the Lufthansa Group are systematically implemented in the course of the SCORE programme.

Considering the macroeconomic situation and all other known issues and circumstances, there are currently no identifiable developments which could endanger the Company's continued existence.

Supplementary report

Since 1 October 2013, no events of particular importance have occurred that would be expected to have a significant influence on the net assets, financial and earnings position.

Forecast

GDP development

in %	2013*	2014*	2015*	2016*	2017*
World	2.4	3.3	3.8	3.9	3.9
Europe	0.2	1.3	1.8	2.1	2.2
Germany	0.6	1.8	1.8	1.6	1.7
North America	1.5	2.5	3.2	3.1	3.1
South America	2.7	3.4	4.0	4.1	4.1
Asia / Pacific	4.8	5.3	5.7	5.5	5.5
China	7.8	8.0	8.2	7.8	7.3
Middle East	2.9	3.7	4.5	4.5	4.7
Africa	3.5	5.1	5.3	5.7	5.6

Source: Global Insight World Overview as of 15.10.2013.
* Forecast.

Macroeconomic outlook The fundamentals still point to a slow improvement in the global economy. Despite their recent budgetary crisis, the positive signals include the ongoing economic recovery in the USA and the end of the recession in the euro zone in the second quarter of 2013. Global economic growth of 2.4 per cent is now expected in 2013. The strongest growth can again be observed in Asia.

Growth for Europe in 2013 is predicted to be 0.2 per cent. The combination of low inflation, comparatively loose monetary policy, pent-up demand and increasing competitiveness in some of the crisis-ridden countries show that a recovery is gradually taking hold here. The economic performance of southern Europe is still the weakest, but even in countries like the Netherlands, the economy is suffering from spending cuts and higher taxes to meet the deficit targets. Growth of 0.6 per cent is predicted for Germany in 2013.

Futures rates reveal the expectation of slightly falling oil prices. Oil prices are likely to remain highly exposed to geopolitical developments, however. Volatile fuel costs continue to be expected for 2013.

With regard to exchange rates, futures rates yet show expectations that the US dollar will weaken against the euro. A further weakening is also forecast for the pound sterling against the euro, whereas the development of the Japanese yen is expected to remain the same. However, exchange rates are likely to remain very volatile for the rest of 2013 as long as no global economic recovery materialises.

The airline industry is likely to pursue its growth path in 2013. The overall improvement in the economic situation can also be felt in slightly stronger demand. For the full year 2013, the whole industry is expected to make a profit of USD 11.7bn (previous year: USD 7.4bn).

Lufthansa Group The Lufthansa Group's performance in the first nine months of 2013 was satisfactory. The reported operating result was below last year's result for the same period. Considering the positive non-recurring effects from the restructuring of Austrian Airlines and the sale of bmi, the improvement was significant. Exchange rate fluctuations, fuel price developments and volatile markets remain the strongest factors affecting the profitability of the Lufthansa Group. These were also the drivers behind the weaker earnings performance. The focus therefore remains on optimising the Group structures and reducing costs.

The restructuring as part of the earnings improvement programme is progressing to plan. Non-recurring costs are now expected to be EUR 200m for the full year. One-off expenses for product improvements at Lufthansa Passenger Airlines will now burden the result for the full year with EUR 100m.

Based on advance bookings, volumes for the Passenger Airline Group are set to stay slightly higher than last year for the remainder of 2013. Average yields are expected to remain under pressure, especially in view of the adverse exchange rate effects. However, regional performance varies greatly and poses risks for the continued overall performance of the Group. Strict capacity management is to be continued and should also boost load factors.

Fundamentally a sustainable reduction in unit costs can be observed. The pressure on earnings comes from the negative effect of exchange rates on revenue as well as the non-recurring expenses from product improvements. An improvement in the result adjusted for these one-off effects is also expected for the remainder of the year.

At Lufthansa Cargo, earnings will depend on how demand develops generally in the fourth quarter. Contrary to expectations, no market recovery has been evident to date. For the service companies, there are signs of a stable performance, with developments at Lufthansa Technik predicted to be positive.

For the full year 2013, the Lufthansa Group therefore now anticipates that revenue will be on a par with last year and still that the operating result will exceed that of EUR 524m reported for the 2012 financial year. Based on performance to date, the revised higher forecast for the non-recurring costs of implementing SCORE and the state of advance bookings, an operating result of EUR 600m to 700m is now expected for the full year. This includes non-recurring expenses of EUR 300m. The result after adjustment for one-off effects is therefore expected to be between EUR 900m and EUR 1.0bn.

As exchange rates remain highly volatile, the forecast is still subject to uncertainty, however. In addition to general market developments, the development of fuel costs and exchange rates will also be decisive.

Consolidated income statement

January – September 2013

in €m	**Jan. – Sept. 2013**	Jan. – Sept. 2012*	**July – Sept. 2013**	July – Sept. 2012*
Traffic revenue	18,663	18,786	6,885	6,935
Other revenue	4,105	4,035	1,419	1,377
Total revenue	**22,768**	**22,821**	**8,304**	**8,312**
Changes in inventories and work performed by entity and capitalised	85	96	18	25
Other operating income	1,443	1,446	456	477
Cost of materials and services	–13,316	–13,545	–4,755	–4,791
Staff costs	–5,464	–4,832	–1,858	–1,686
Depreciation, amortisation and impairment	–1,424	–1,345	–493	–450
Other operating expenses	–3,510	–3,726	–1,089	–1,176
Profit / loss from operating activities	**582**	**915**	**583**	**711**
Result of equity investments accounted for using the equity method	76	23	65	51
Result of other equity investments	26	54	4	–5
Interest income	122	119	36	39
Interest expenses	–379	–400	–131	–132
Other financial items	–69	–20	42	128
Financial result	**–224**	**–224**	**16**	**81**
Profit / loss before income taxes	**358**	**691**	**599**	**792**
Income taxes	–100	–20	–144	–142
Profit / loss from continuing operations	**258**	**671**	**455**	**650**
Profit / loss from discontinued operations	–	36	–	–
Profit / loss after income taxes	**258**	**707**	**455**	**650**
Profit / loss attributable to minority interests	–11	–10	–4	–3
Net profit / loss attributable to shareholders of Deutsche Lufthansa AG	**247**	**697**	**451**	**647**
Basic / diluted earnings per share in €	**0.54**	**1.52**	**0.98**	**1.42**
of which from continuing operations	0.54	1.44	0.98	1.42
of which from discontinued operations	0.00	0.08	0.00	0.00

* The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Statement of comprehensive income
January – September 2013

in €m	Jan. – Sept. 2013	Jan. – Sept. 2012*	July – Sept. 2013	July – Sept. 2012*
Profit/loss after income taxes	**258**	**707**	**455**	**650**
Other comprehensive income				
Other comprehensive income with subsequent reclassification to the income statement				
Differences from currency translation	–43	27	–9	–38
Subsequent measurement of available-for-sale financial assets	41	229	77	142
Subsequent measurement of cash flow hedges	–69	–277	–84	–211
Other comprehensive income from investments accounted for using the equity method	–13	2	–13	2
Other expenses and income recognised directly in equity	0	–11	–1	–16
Income taxes on items in other comprehensive income	16	60	20	53
Other comprehensive income without subsequent reclassification to the income statement				
Actuarial gains and losses from defined benefit obligations	741	–1,695	192	–628
Income taxes on items in other comprehensive income	–169	466	–16	228
Other comprehensive income after income taxes	**504**	**–1,199**	**166**	**–468**
Total comprehensive income	**762**	**–492**	**166**	**–209**
Comprehensive income attributable to minority interests	–10	–4	–7	5
Comprehensive income attributable to shareholders of Deutsche Lufthansa AG	**752**	**–496**	**159**	**–204**

* The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Consolidated balance sheet
as of 30 September 2013

Assets

in €m	30.9.2013	31.12.2012[1]	30.9.2012[1]	1.1.2012[1]
Intangible assets with an indefinite useful life[2]	1,185	1,193	1,196	1,191
Other intangible assets	360	375	367	384
Aircraft and reserve engines	12,216	11,838	11,973	11,592
Repairable spare parts for aircraft	895	899	869	840
Property, plant and other equipment	2,019	2,081	2,095	2,118
Investments accounted for using the equity method	464	400	389	394
Other equity investments	442	413	1,071	898
Non-current securities	19	19	20	134
Loans and receivables	378	464	405	443
Derivative financial instruments	125	268	298	343
Deferred charges and prepaid expenses	19	25	25	24
Effective income tax receivables	40	52	62	60
Deferred tax assets	651	755	749	152
Non-current assets	**18,813**	**18,782**	**19,519**	**18,573**
Inventories	651	639	651	620
Trade receivables and other receivables	3,944	3,595	4,096	3,449
Derivative financial instruments	221	215	255	414
Deferred charges and prepaid expenses	158	151	138	171
Effective income tax receivables	95	101	119	128
Securities	3,820	3,530	3,450	3,111
Cash and cash equivalents	1,569	1,436	1,448	887
Assets held for sale	71	110	204	686
Current assets	**10,529**	**9,777**	**10,361**	**9,466**
Total assets	**29,342**	**28,559**	**29,880**	**28,039**

[1] The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.
[2] Including goodwill.

Shareholders' equity and liabilities

in €m	30.9.2013	31.12.2012[1]	30.9.2012[1]	1.1.2012[1]
Issued capital	1,177	1,177	1,176	1,172
Capital reserve	1,382	1,382	1,376	1,366
Retained earnings	1,737	–63	132	1,483
Other neutral reserves	988	1,055	1,660	1,624
Net profit / loss	247	1,228	697	–13
Equity attributable to shareholders of Deutsche Lufthansa AG	**5,531**	**4,779**	**5,041**	**5,632**
Minority interests	64	60	68	95
Shareholders' equity	**5,595**	**4,839**	**5,109**	**5,727**
Pension provisions	5,116	5,844	6,204	4,733
Other provisions	692	582	561	574
Borrowings	4,982	5,947	5,903	5,808
Other financial liabilities	173	198	202	128
Advance payments received, deferred income and other non-financial liabilities	1,168	1,163	1,186	1,156
Derivative financial instruments	198	150	107	55
Deferred tax liabilities	122	94	114	92
Non-current provisions and liabilities	**12,451**	**13,978**	**14,277**	**12,546**
Other provisions	861	894	839	801
Borrowings	1,426	963	1,002	616
Trade payables and other financial liabilities	4,776	4,231	4,534	4,227
Liabilities from unused flight documents	3,117	2,612	2,966	2,359
Advance payments received, deferred income and other non-financial liabilities	940	933	978	939
Derivative financial instruments	37	2	17	37
Effective income tax obligations	139	107	97	71
Liabilities related to assets held for sale	–	–	61	716
Current provisions and liabilities	**11,296**	**9,742**	**10,494**	**9,766**
Total shareholders' equity and liabilities	**29,342**	**28,559**	**29,880**	**28,039**

[1] The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Consolidated statement of changes in shareholders' equity

as of 30 September 2013

in €m	Issued capital	Capital reserve	Fair value measurement of financial instruments	Currency differences	Revaluation reserve (due to business combinations)	Other neutral reserves	**Total other neutral reserves**	Retained earnings	Net profit/loss	**Equity attributable to shareholders of Deutsche Lufthansa AG**	Minority interests	**Total shareholders' equity**
As of am 31.12.2011	**1,172**	**1,366**	**766**	**322**	**193**	**343**	**1,624**	**3,800**	**–13**	**7,949**	**95**	**8,044**
Change in accounting policies	–	–	–	–	–	–	–	–2,317	–	–2,317	–	–2,317
Adjusted as of 31.12.2011	**1,172**	**1,366**	**766**	**322**	**193**	**343**	**1,624**	**1,483**	**–13**	**5,632**	**95**	**5,727**
Capital increases/reductions	4	10	–	–	–	–	–	–	–	14	–	14
Reclassifications	–	–	–	–	–	–	–	–127	127	–	–	–
Dividends to Lufthansa shareholders/minority interests	–	–	–	–	–	–	–	–	–114	–114	–16	–130
Transactions with minority interests	–	–	–	–	–	–	–	5	–	5	–15	–10
Consolidated net profit/loss attributable to Lufthansa shareholders/minority interests	–	–	–	–	–	–	–	–	697	697	10	707
Other expenses and income recognised directly in equity	–	–	12	27	–	–3	36	–1,229	–	–1,193	–6	–1,199
As of 30.9.2012	**1,176**	**1,376**	**778**	**349**	**193**	**340**	**1,660**	**132**	**697**	**5,041**	**68**	**5,109**
As of 31.12.2012	**1,177**	**1,382**	**169**	**317**	**236**	**332**	**1,054**	**3,635**	**990**	**8,238**	**60**	**8,298**
Change in accounting policies	–	–	–	1	–	–	1	–3,698	238	–3,459	–	–3,459
Adjusted as of 31.12.2012	**1,177**	**1,382**	**169**	**318**	**236**	**332**	**1,055**	**–63**	**1,228**	**4,779**	**60**	**4,839**
Capital increases/reductions	–	–	–	–	–	–	–	–	–	–	–	–
Reclassifications	–	–	–	–	–	–	–	1,228	–1,228	–	–	–
Dividends to Lufthansa shareholders/minority interests	–	–	–	–	–	–	–	–	–	–	–10	–10
Transactions with minority interests	–	–	–	–	–	–	–	–	–	–	4	4
Consolidated net profit/loss attributable to Lufthansa shareholders/minority interests	–	–	–	–	–	–	–	–	247	247	11	258
Other expenses and income recognised directly in equity	–	–	–12	–43	–	–12	–67	572	–	505	–1	504
As of 30.9.2013	**1,177**	**1,382**	**157**	**275**	**236**	**320**	**988**	**1,737**	**247**	**5,531**	**64**	**5,595**

Consolidated cash flow statement

January – September 2013

in €m	**Jan. – Sept. 2013**	Jan. – Sept. 2012 [4]	**July – Sept. 2013**	July – Sept. 2012 [4]
Cash and cash equivalents 1.1. [1]	**1,436**	**887**	**1,613**	**958**
Net profit / loss before income taxes	358	691	599	792
Depreciation, amortisation and impairment losses on non-current assets (net of reversals)	1,424	1,350	493	448
Depreciation, amortisation and impairment losses on repairable spare parts for aircraft (net of reversals)	8	73	5	37
Net proceeds on disposal of non-current assets	1	–22	0	–6
Result of equity investments	–102	–77	–69	–46
Net interest	257	281	95	93
Income tax payments / reimbursements	–77	–38	–13	29
Measurement of financial derivatives through profit or loss	69	14	–42	–125
Change in working capital [2]	1,063	238	–380	–456
Cash flow from continuing operations	**3,001**	**2,510**	**688**	**766**
Cash flow from discontinued operations	–	–82	–	–
Cash flow from operating activities	**3,001**	**2,428**	**688**	**766**
Capital expenditure for property, plant and equipment and intangible assets	–1,852	–1,860	–535	–488
Capital expenditure for financial investments	–20	–18	–2	–5
Increase / decrease in repairable spare parts for aircraft	–6	–100	–9	–31
Proceeds from disposal of non-consolidated equity investments	8	7	3	2
Proceeds from disposal of consolidated equity investments	–3	–176	0	–8
Cash outflows for acquisitions of non-consolidated equity investments	–24	–	–7	–
Cash outflows for acquisitions of consolidated equity investments	–	–	–	–
Proceeds from disposal of intangible assets, property, plant and equipment and other financial investments	153	368	28	93
Interest income	253	253	68	64
Dividends received	47	73	18	–2
Net cash from / used in investing activities	**–1,444**	**–1,453**	**–436**	**–375**
of which from discontinued operations		–138		–8
Purchase of securities / fund investments [3]	–1,107	–804	–222	47
Disposal of securities / fund investments	508	442	186	125
Net cash from / used in investing and cash management activities	**–2,043**	**–1,815**	**–472**	**–203**
of which from discontinued operations	–	–138	–	–8
Capital increase	–	–	–	–
Borrowing	505	940	94	188
Repayment of borrowing	–925	–482	–195	–98
Dividends paid	–10	–130	–4	–4
Interest paid	–384	–385	–152	–150
Net cash from / used in financing activities	**–814**	**–57**	**–257**	**–64**
of which from discontinued operations	–	–5	–	0
Net increase / decrease in cash and cash equivalents	**144**	**556**	**–41**	**499**
Changes due to currency translation differences	–11	5	–3	–9
Cash and cash equivalents 30.9.	**1,569**	**1,448**	**1,569**	**1,448**
Securities	3,820	3,450	3,820	3,450
Total liquidity	**5,389**	**4,898**	**5,389**	**4,898**
Net increase / decrease in total liquidity	423	900	20	325

[1] Presented for the individual quarter, cash and cash equivalents as of 1 July.
[2] Working capital consists of inventories, receivables, liabilities and provisions.
[3] Including transfer to LH Pension Trust of EUR 302m.
[4] The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Notes

1) Standards applied and changes in the group of consolidated companies

The consolidated financial statements of Deutsche Lufthansa AG and its subsidiaries have been prepared in accordance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board (IASB), taking account of interpretations by the IFRS Interpretations Committee as applicable in the European Union (EU). This interim report as of 30 September 2013 has been prepared in condensed form in accordance with IAS 34. In preparing the interim financial statements the standards and interpretations applicable as of 1 January 2013 have been applied. The interim financial statements as of 30 September 2013 have been prepared using the same accounting policies as those on which the preceding consolidated financial statements for the year ended 31 December 2012 were based.

In accordance with the revised version of IAS 19 Employee Benefits (revised in 2011, IAS 19R), effective as of 1 January 2013, actuarial gains and losses, after accounting for deferred taxes, are recognised as revaluations directly in equity, without effect on profit and loss. The 10-per-cent corridor rule previously used in the Lufthansa Group to avoid annual fluctuations in the balance sheet has been eliminated. Changes in the discount rate used to measure pension obligations and, for funded pension plans, fluctuations in the market value of plan assets, result in considerable, unpredictable fluctuations in the balance sheet and shifts between equity and liabilities. For funded pension plans, the same interest rate chosen to determine interest expenses and measure pension obligations is also to be used to calculate interest income from plan assets. Defining a uniform interest rate alters the net interest expense for pension obligations. Furthermore, the revised IAS 19 includes new rules on the meaning of “short-term” and “other long-term benefits”.

Changes in the group of consolidated companies in the period 1.10.2012 to 30.9.2013

Name, registered office	Additions	Disposals	Reason
Passenger Airline Group segment			
Lufthansa Leasing Austria GmbH & Co. OG Nr. 22, Salzburg, Austria	28.5.13		Established
Lufthansa Leasing Austria GmbH & Co. OG Nr. 23, Salzburg, Austria	28.5.13		Established
Lufthansa Leasing Austria GmbH & Co. OG Nr. 24, Salzburg, Austria	28.5.13		Established
Lufthansa Leasing Austria GmbH & Co. OG Nr. 25, Salzburg, Austria	28.5.13		Established
Lufthansa Leasing Austria GmbH & Co. OG Nr. 26, Salzburg, Austria	28.5.13		Established
NBB Koblenz Lease Co., Ltd., Tokyo, Japan	26.10.12		Established
NBB Rhine Valley Lease LLC, Tokyo, Japan	26.10.12		Established
SL Aurora Ltd., Tokyo, Japan	25.4.13		Established
SL Prairie Ltd., Tokyo, Japan	25.4.13		Established
SL Victoria Ltd., Tokyo, Japan	25.1.13		Established
TLC Amaryllis Ltd., Tokyo, Japan	25.1.13		Established
TLC Petunia Ltd., Tokyo, Japan	25.4.13		Established
TLC Salvia Ltd., Tokyo, Japan	25.4.13		Established
Yamasa Aircraft LH10 Kumiai Ltd., Okayama, Japan	19.6.13		Established
Yamasa Aircraft LH11 Kumiai Ltd., Okayama, Japan	19.6.13		Established
Yamasa Aircraft LH9 Kumiai Ltd., Okayama, Japan	18.4.13		Established
Lufthansa Italia S.p.A., Milan, Italy		26.3.13	Liquidation
Lufthansa Leasing Austria GmbH & Co. OG Nr. 2, Salzburg, Austria		28.2.13	Merger

Changes in the group of consolidated companies in the period 1.10.2012 to 30.9.2013

Name, registered office	Additions	Disposals	Reason
MRO segment			
AirLiance Materials LLC, Roselle, USA		13.5.13	Sale
Catering segment			
Alpha Airport Services OOD, Sofia, Bulgaria	1.7.13		Acquisition
Retail in Motion (International) Limited, Dublin, Ireland	6.2.13		Acquisition
LSG Sky Chefs Hannover GmbH, Neu-Isenburg, Germany		22.1.13	Merger
Starfood Antalya Gida Sanayi ve Ticaret A.S., Istanbul, Turkey		24.6.13	Sale of shares
Other			
Lufthansa Global Business Services GmbH, Frankfurt, Germany	30.4.13		Established
Lufthansa AITH Beteiligungs GmbH, Cologne, Germany		1.1.13	Company purpose suspended

These amendments also affected the time at which obligations under partial retirement and similar programmes are recognised in profit or loss and therefore the corresponding balance sheet amounts. The change meant that as of 1 January 2013, pension obligations and other provisions under partial retirement and similar programmes went up by a total of EUR 3.8bn compared with year-end 2012, deferred tax assets rose by EUR 711m, deferred tax liabilities declined by EUR 148m and Group equity was reduced by EUR 3.5bn. Furthermore, other assets fell by EUR 571m. Due to the elimination of both delayed recognition of actuarial losses and the option of recognising past service costs pro rata, service costs are presented as being EUR 281m lower in the first nine months of 2012. Staff costs for the first nine months of 2012 were shown as being EUR 6m higher due to the change in accounting for partial retirement and similar programmes. By contrast, net interest expense for the first nine months of 2012 was around EUR 40m higher as a result of adjusting expected plan income to the discount rate applied at the beginning of the year. Altogether, if the new IAS 19R had been applied in the same period last year, profit before income taxes would have been EUR 235m higher. Profit after income taxes would have been EUR 223m higher.

IFRS 13 Fair Value Measurement, which is to be applied prospectively as of 1 January 2013, describes how fair value is to be measured for all IFRS reporting standards and extends the disclosures to be made on fair value measurement, but does not stipulate in which cases fair value is to be used. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date (exit price). The fair value of a liability must, therefore, reflect its default risk, i.e. the entity's own credit risk. IFRS 13 stipulates the market conditions under which fair value measurement is possible or restricted and explains that measurement is made with reference to specific markets and not to specific companies. For non-financial assets, fair value is to be measured on the basis of the "highest and best use" of the asset from the perspective of a market participant. For the disclosures resulting from the first-time application of IFRS 13, we refer to Section 5) "Financial instruments and financial liabilities".

2) Notes to the income statement, balance sheet, cash flow statement and segment reporting

Assets held for sale

in €m	Group 30.9.2013	Financial statements 31.12.2012	Group 30.9.2012
Assets			
Aircraft and reserve engines	63	105	111
Financial assets	–	1	4
Other assets	8	4	89
Equity / liabilities associated with assets held for sale			
Shareholders' equity	–	–	–
Liabilities	–	–	61

Discontinued operations

The British Midland Group represented a separate cash-generating unit within the Passenger Airline Group segment of the Lufthansa Group. It was therefore a separate line of business within the meaning of IFRS 5, to which clearly defined cash flows were attributed for operating and accounting purposes. As a result of the contract for the sale of British Midland Ltd. (bmi) to International Consolidated Airlines Group, S.A. (IAG) signed by Deutsche Lufthansa AG and IAG on 22 December 2011, British Midland Ltd. was presented in the Group's income statement for 2011 and 2012 as a discontinued operation in line with IFRS 5. This form of presentation applied to the after-tax result for bmi for the first nine months of 2012 and to changes in the valuation or proceeds of disposal for the discontinued operation compared with the 2011 financial statements, which in this case were the proceeds of the aforementioned contractual agreement.

The following table shows the result of the discontinued operations at British Midland Group:

in €m	Jan. – Sept. 2013	Jan. – Sept. 2012
Income	–	237
Expenses	–	–330
Current result from discontinued operations before taxes	**–**	**–93**
Taxes on income and earnings for discontinued operations	–	13
Current result from discontinued operations after taxes	**–**	**–80**
Valuation / disposal proceeds from discontinued operations	–	135
Taxes on valuation / disposal proceeds	–	–19
Valuation / disposal proceeds from discontinued operations after taxes	**–**	**116**
Result from discontinued operations	**–**	**36**

Detailed comments on the income statement, the balance sheet, the cash flow statement and the segment reporting can also be found in the management report on p. 3 – 23.

3) Seasonality

The Group's business is mainly exposed to seasonal effects via the Passenger Airline Group segment. As such, revenue in the first and fourth quarters is generally lower as people travel less, while higher revenue and operating profits are normally earned in the second and third quarters.

4) Contingencies and events after the balance sheet date

Contingent liabilities

in €m	30.9.2013	31.12.2012
From guarantees, bills of exchange and cheque guarantees	898	922
From warranty contracts	910	925
From providing collateral for third-party liabilities	38	43
Legal risks	69	73
Other contingent liabilities	55	76
	1,970	2,039

Several provisions could not be made because an outflow of resources was not sufficiently probable. The potential financial effect of these provisions on the result would have been EUR 124m for subsequent years. As of the year-end 2012 reporting date the figure came to EUR 149m. Contracts signed at the end of 2012 for the sale of five Boeing 737-800s and two Avro RJ 85s resulted in profits for the first half of 2013 of EUR 4m and cash inflows of EUR 75m. Signed contracts for the sale of six ATRs are expected to generate profits of EUR 3m and cash inflows of EUR 36m by the end of the year. At the end of September 2013, there were order commitments of EUR 16.5bn for capital expenditure on property, plant and equipment and intangible assets. As of 31 December 2012, the order commitments came to EUR 5.7bn.

Since 1 October 2013, no events of particular importance have occurred that would be expected to have a significant influence on the net assets, financial and earnings position.

5) Financial instruments and financial liabilities

Financial instruments

The following table shows financial assets and liabilities held at fair value by level of fair value hierarchy. The levels are defined as follows:

Level 1: Financial instruments traded on active markets for which the unchanged quoted prices are taken for measurement.

Level 2: Measurement is made by means of valuation methods with parameters derived directly or indirectly from observable market data.

Level 3: Measurement is made by means of valuation methods with parameters not based exclusively on observable market data.

Assets 30.9.2013

in €m	Level 1	Level 2	Level 3	**Total**
Financial assets at fair value through profit and loss				
Financial derivatives classified as held for trading	–	200	–	200
Current securities	–	1	–	1
Total financial assets through profit and loss	**–**	**201**	**–**	**201**
Derivative financial instruments which are an effective part of a hedging relationship	**–**	**146**	**–**	**146**
Available-for-sale financial assets				
Equity instruments	577	–	–	577
Debt instruments	1,286	2,084	115	3,485
	1,863	**2,084**	**115**	**4,062**
Total assets	**1,863**	**2,431**	**115**	**4,409**

Liabilities 30.9.2013

in €m	Level 1	Level 2	Level 3	**Total**
Derivative financial instruments at fair value through profit or loss	–	137	–	137
Derivative financial instruments which are an effective part of a hedging relationship	–	98	–	98
Total liabilities	**–**	**235**	**–**	**235**

As of 31 December 2012, the fair value hierarchy for assets and liabilities held at fair value was as follows:

Assets 31.12.2012

in €m	Level 1	Level 2	Level 3	Total
Financial assets at fair value through profit and loss				
Financial derivatives classified as held for trading	–	239	–	239
Current securities	–	0*	0*	0*
Total financial assets through profit and loss	**–**	**239**	**0***	**239**
Derivative financial instruments which are an effective part of a hedging relationship	**–**	**244**	**–**	**244**
Available-for-sale financial assets				
Equity instruments	560	–	–	560
Debt instruments	951	2 175	61	3 187
	1,511	**2,175**	**61**	**3,747**
Total assets	**1,511**	**2,658**	**61**	**4,230**

* Rounded below EUR 1m.

Liabilities 31.12.2012

in €m	Level 1	Level 2	Level 3	Total
Derivative financial instruments at fair value through profit or loss	–	92	–	92
Derivative financial instruments which are an effective part of a hedging relationship	–	60	–	60
Total liabilities	**–**	**152**	**–**	**152**

The fair values of interest rate derivatives correspond to their respective market values, which are measured using appropriate mathematical methods, such as discounting expected future cash flows. Discounting takes market standard interest rates and the residual term of the respective instruments into account. Currency futures and swaps are individually discounted to the balance sheet date based on their respective futures rates and the appropriate interest rate curve. The market prices of currency options and the options used to hedge fuel prices are determined using acknowledged option pricing models.

The fair values of debt instruments correspond to their respective market values, which are measured using appropriate mathematical methods, such as discounting expected future cash flows. Discounting takes market standard interest rates and the residual term of the respective instruments into account.

The carrying amount for cash, trade receivables and other receivables, trade payables and other liabilities is assumed to be a realistic estimate of fair value.

Additional disclosures on financial assets in Level 3

in €m	1.1.2013	Recognised in result for the period	Change in market value recognised in equity	Disposals/ transfers	30.9.2013
Financial assets at fair value through profit or loss	0*	–	–	0*	0*
Available-for-sale financial assets	61	0*	0*	54	115
Total	**61**	**0***	**0***	**54**	**115**

* Rounded below EUR 1m.

Financial liabilities

The following table shows the carrying amounts and market values for individual classes of financial liabilities. The market values given for the bonds are their quoted prices. The market values for other types of financial liability have been calculated using the applicable interest rates for the remaining term to maturity and repayment structures at the balance sheet date based on available market information (Reuters).

Financial liabilities

	30.9.2013		31.12.2012	
in €m	Carrying amount	Market value	Carrying amount	Market value
Bonds	1,810	1,941	2 312	2 563
Liabilities to banks	1,338	1,351	1 507	1 555
Leasing liabilities and other loans	3,260	3,445	3 091	3 372
	6,408	**6,737**	**6 910**	**7 490**

6) Earnings per share

		30.9.2013	30.9.2012*
Basic earnings per share	€	**0.54**	**1.52**
Consolidated net profit/loss	€m	247	697
Weighted average number of shares		457,937,559	457,952,879
Diluted earnings per share	€	**0.54**	**1.52**
Consolidated net profit/loss	€m	247	697
+ interest expenses on the convertible bonds	€m	–	–
– current and deferred taxes	€m	–	–
Adjusted net profit/loss for the period	€m	247	697
Weighted average number of shares		457,937,559	457,957,863

* The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

7) Issued capital

A resolution passed at the Annual General Meeting on 24 April 2009 authorised the Executive Board until 23 April 2014, subject to approval by the Supervisory Board, to increase the issued capital by up to EUR 25m, by issuing new registered shares to employees (Authorised Capital B) for payment in cash. Existing shareholders' subscription rights are excluded. In order to issue new shares to employees of Deutsche Lufthansa AG and its affiliated companies, the Executive Board of Deutsche Lufthansa AG decided on 28 August 2012 and 6 November 2012, with the approval of the Supervisory Board being given on 19 September 2012, to make use of the authorisation voted at the Annual General Meeting on 24 April 2009 (Authorised Capital B) and increase the Company's issued capital by EUR 1,552,791.04, excluding shareholders' subscription rights, by issuing 606,559 new registered shares with transfer restrictions and profit entitlement from 1 January 2012 for payment in cash. The capital increase was entered in the Commercial Register of Cologne District Court (HRB 2168) on 8 November 2012. In order to issue further new shares to employees of Deutsche Lufthansa AG and its affiliated companies, the Executive Board decided on 19 September 2012, with the approval of the Supervisory Board being given on 19 September 2012, to increase the Company's share capital by EUR 3,591,344.64, excluding shareholders' subscription rights, by issuing 1,402,869 new registered shares with transfer restrictions and profit entitlement from 1 January 2012 for payment in cash. The capital increase was entered in the Commercial Register of Cologne District Court (HRB 2168) on 24 September 2012. As of 30 September 2013, Authorised Capital B amounted to EUR 19,855,864.32. In line with a resolution passed at the Annual General Meeting on 7 May 2013, the distributable profit of EUR 296m shown in the 2012 financial statements was transferred in full to retained earnings.

8) Segment reporting

Segment information by operating segment January – September 2013

in €m	Passenger Airline Group	Logistics	MRO	Catering	IT Services	**Total reportable operating segments**	Other	Reconciliation	**Group**
External revenue	17,388	1,783	1,966	1,433	198	22,768	–	–	22,768
of which traffic revenue	16,582	1,749	–	–	–	18,331	–	332	18,663
Inter-segment revenue	504	18	1,143	456	274	2,395	–	–2,395	–
Total revenue	**17,892**	**1,801**	**3,109**	**1,889**	**472**	**25,163**	**–**	**–2,395**	**22,768**
Other operating income	821	71	133	54	15	1,094	895	–586	1,403
Total operating income	**18,713**	**1,872**	**3,242**	**1,943**	**487**	**26,257**	**895**	**–2,981**	**24,171**
Operating expenses	**18,216**	**1,829**	**2,910**	**1,880**	**470**	**25,305**	**1,164**	**–2,959**	**23,510**
of which cost of materials and services	11,685	1,349	1,502	834	91	15,461	79	–2,224	13,316
of which staff costs	3,160	288	884	692	180	5,204	267	–5	5,466
of which depreciation and amortisation	1,071	19	73	47	26	1,236	31	1	1,268
of which other operating expenses	2,300	173	451	307	173	3,404	787	–731	3,460
Operating result [1]	**497**	**43**	**332**	**63**	**17**	**952**	**–269**	**–22**	**661**
Other segment income	62	6	16	0*	0*	84	70	–29	125
Other segment expenses	166	–	13	1	1	181	3	20	204
of which impairment losses	159	–	–	–	–	159	–	–	159
Result of investments accounted for using the equity method	40	11	13	12	–	76	–	–	76
Segment result [2]	**433**	**60**	**348**	**74**	**16**	**931**	**–202**	**–71**	**658**
Other financial result									–300
Profit/loss before income taxes									358
Segment assets [3]	15,383	1,018	3,184	1,338	248	21,171	1,704	6,467	29,342
of which from investments accounted for using the equity method	88	55	200	116	0	459	6	–1	464
Segment liabilities [4]	12,500	516	1,504	775	197	15,492	1,821	6,434	23,747
Segment capital expenditure [5]	1,544	176	71	54	16	1,861	9	26	1,896
of which on investments accounted for using the equity method	–	–	8	11	–	19	–	–	19
Employees on balance sheet date	54,556	4,571	19,815	31,916	2,720	113,578	3,960	–	117,538

* Rounded below EUR 1m.
1) See page 8 of the interim management report for reconciliation between operating result and profit from operating activities.
2) Profit from operating activities including result of investments measured at equity.
3) Intangible assets, property, plant and equipment, investments accounted for using the equity method, inventories, trade receivables and other assets constitute assets. Under the heading "Group" all assets are shown.
4) All liabilities with the exception of financial debt, liabilities to Group companies, derivative financial instruments, other deferred income and tax obligations. Under the heading "Group" all liabilities are shown.
5) Capital expenditure for intangible assets, property, plant and equipment, and investments accounted for using the equity method. Under the heading "Group" all investments are shown.

Segment information by operating segment January – September 2012 [6)]

in €m	Passenger Airline Group	Logistics	MRO	Catering	IT Services	**Total reportable operating segments**	Other	Reconciliation	**Group**
External revenue	17,336	1,985	1,847	1,466	187	22,821	–	–	22,821
of which traffic revenue	16,528	1,923	–	–	–	18,451	–	335	18,786
Inter-segment revenue	515	20	1,155	431	261	2,382	–	–2,382	–
Total revenue	**17,851**	**2,005**	**3,002**	**1,897**	**448**	**25,203**	**–**	**–2,382**	**22,821**
Other operating income	701	50	137	61	13	962	973	–530	1,405
Total operating income	**18,552**	**2,055**	**3,139**	**1,958**	**461**	**26,165**	**973**	**–2,912**	**24,226**
Operating expenses	**17,937**	**1,988**	**2,908**	**1,883**	**448**	**25,164**	**1,079**	**–2,924**	**23,319**
of which cost of materials and services	11,874	1,457	1,462	859	70	15,722	74	–2,251	13,545
of which staff costs	2,629	274	877	660	173	4,613	224	–5	4,832
of which depreciation and amortisation	1,054	42	75	48	27	1,246	32	2	1,280
of which other operating expenses	2,380	215	494	316	178	3,583	749	–670	3,662
Operating result [1)]	**615**	**67**	**231**	**75**	**13**	**1,001**	**–106**	**12**	**907**
Other segment income	76	4	25	1	0*	106	26	5	137
Other segment expenses	88	0*	1	0*	0*	89	26	14	129
of which impairment losses	83	–	–	–	0*	83	–	–	83
Result of investments accounted for using the equity method	–12	9	14	11	–	22	1	–	23
Segment result [2)]	**591**	**80**	**269**	**87**	**13**	**1,040**	**–105**	**3**	**938**
Other financial result									–247
Profit/loss before income taxes									691
Segment assets [3)]	15,652	918	3,046	1,377	271	21,264	1,593	7,023	29,880
of which from investments accounted for using the equity method	48	55	191	89	0	383	6	0	389
Segment liabilities [4)]	12,939	631	1,630	783	189	16,172	1,764	6,835	24,771
Segment capital expenditure [5)]	1,552	134	89	42	18	1,835	14	29	1,878
of which on investments accounted for using the equity method	–	–	–	–	–	–	–	–	–
Employees on balance sheet date	55,578	4,623	20,397	30,660	2,764	114,022	4,066	–	118,088

* Rounded below EUR 1m.
[1)] See page 8 of the interim management report for reconciliation between operating result and profit from operating activities.
[2)] Profit from operating activities including result of investments measured at equity.
[3)] Intangible assets, property, plant and equipment, investments accounted for using the equity method, inventories, trade receivables and other assets constitute assets. Under the heading "Group" all assets are shown.
[4)] All liabilities with the exception of financial debt, liabilities to Group companies, derivative financial instruments, other deferred income and tax obligations. Under the heading "Group" all liabilities are shown.
[5)] Capital expenditure for intangible assets, property, plant and equipment, and investments accounted for using the equity method. Under the heading "Group" all investments are shown.
[6)] The comparable figures from last year were adjusted retrospectively due to the application of the revised IAS 19 as of 1 January 2013.

Figures by region January – September 2013

in €m	Europe	thereof Germany	North America	thereof U.S.A.	Central and South America	Asia/Pacific	Middle East	Africa	**Total**
Traffic revenue*	11,973	5,261	2,821	2,383	664	2,344	544	317	**18,663**
Other operating revenue	1,794	630	1,049	795	130	769	215	148	**4,105**
Total revenue	**13,767**	**5,891**	**3,870**	**3,178**	**794**	**3,113**	**759**	**465**	**22,768**

* Traffic revenue is allocated according to the original location of sale.

Figures by region January – September 2012

in €m	Europe	thereof Germany	North America	thereof U.S.A.	Central and South America	Asia/Pacific	Middle East	Africa	**Total**
Traffic revenue*	11,983	5,201	2,682	2,279	549	2,667	569	336	**18,786**
Other operating revenue	1,842	640	903	773	126	814	199	151	**4,035**
Total revenue	**13,825**	**5,841**	**3,585**	**3,052**	**675**	**3,481**	**768**	**487**	**22,821**

* Traffic revenue is allocated according to the original location of sale.

9) Related party disclosures

As stated in Note 49 to the consolidated financial statements for 2012 beginning on p. 191, the operating segments in the Lufthansa Group render numerous services to related parties within the scope of their ordinary business activities and also receive services from them. These extensive supply and service relationships take place unchanged on the basis of market prices. There have been no significant changes in comparison with the balance sheet date. The contractual relationships with the group of related parties described in "Note 50" from p. 193 of the 2012 consolidated financial statements also still exist unchanged, but are not of material significance for the Group.

Declaration by the legal representatives

We declare that to the best of our knowledge and according to the applicable accounting standards for interim reporting, the consolidated interim financial statements give a true and fair view of the net assets, financial and earnings positions of the Group, and that the Group interim management report gives a true and fair view of the course of business, earnings and the situation of the Group, and suitably presents the opportunities and risks to its expected development for the remainder of the financial year.

The Executive Board, 30 October 2013

Christoph Franz
Chairman of the
Executive Board

Harry Hohmeister
Member of the
Executive Board

Simone Menne
Member of the
Executive Board

Carsten Spohr
Member of the
Executive Board

Bettina Volkens
Member of the
Executive Board

Credits

Published by
Deutsche Lufthansa AG
Von-Gablenz-Str. 2–6
50679 Cologne
Germany

Entered in the Commercial Register of
Cologne District Court under HRB 2168

Editorial staff
Andreas Hagenbring (Editor)
Anne Katrin Brodowski
Christian Schmidt

Deutsche Lufthansa AG,
Investor Relations

Concept, design and realisation
HGB Hamburger Geschäftsberichte
GmbH & Co. KG, Hamburg, Germany

ISSN 1616-0258

Contact

Andreas Hagenbring
+49 69 696–28001

Gregor Schleussner
+49 69 696–28012

Deutsche Lufthansa AG
Investor Relations
LAC, Airportring
60546 Frankfurt am Main
Germany
Phone: +49 69 696–28008
Fax: +49 69 696–90990
E-Mail: investor.relations@dlh.de

The Lufthansa 3rd Interim Report is a translation of the original German Lufthansa Zwischenbericht 3/2013. Please note that only the German version is legally binding.

You can order the Annual Report in German or English via our website – www.lufthansagroup.com/investor-relations – or from the address above.

The latest financial information on the Internet:
www.lufthansagroup.com/investor-relations

Financial calendar 2014

13 March	Press Conference and Analysts' Conference on 2013 results
29 April	Annual General Meeting in Hamburg
6 May	Release of Interim Report January – March 2014
31 July	Release of Interim Report January – June 2014
30 Oct.	Release of Interim Report January – September 2014

Disclaimer in respect of forward-looking statements

Information published in the 3rd Interim Report 2013, with regard to the future development of the Lufthansa Group and its subsidiaries consists purely of forecasts and assessments and not of definitive historical facts. Its purpose is exclusively informational identified by the use of such cautionary terms as "believe", "expect", "forecast", "intend", "project", "plan", "estimate" or "intend". These forward-looking statements are based on all discernible information, facts and expectations available at the time. They can, therefore, only claim validity up to the date of their publication.

Since forward-looking statements are by their nature subject to uncertainties and imponderable risk factors – such as changes in underlying economic conditions – and rest on assumptions that may not or divergently occur, it is possible that the Group's actual results and development may differ materially from those implied by the forecasts. Lufthansa makes a point of checking and updating the information it publishes. It cannot, however, assume any obligation to adapt forward-looking statements to accommodate events or developments that may occur at some later date. Accordingly, it neither expressly nor conclusively accepts liability, nor gives any guarantee for the actuality, accuracy and completeness of this data and information.

www.lufthansa.com
www.lufthansagroup.com/investor-relations
www.lufthansagroup.com/responsibility